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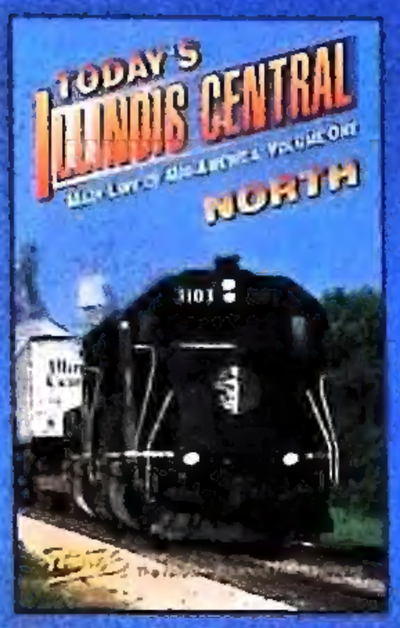

Today's Illinois Central
Main Line of Mid-America Volume One: North

Explore the exciting northern half of the Illinois Central railroad from the industrial Chicago area to the rural scenes of Fulton, Kentucky. Pentrex takes you on a journey down the main line where you'll see locals, switch jobs, through-freights, and fast intermodal trains hard at work. Train symbols, mile markers, and maps of each district help identify which part of the line is being presented and how IC fits together as a system. A run down of IC's current diesel roster explains what types of units are in use today. There are even a few surprises in store as extremely rare diesels make an appearance!

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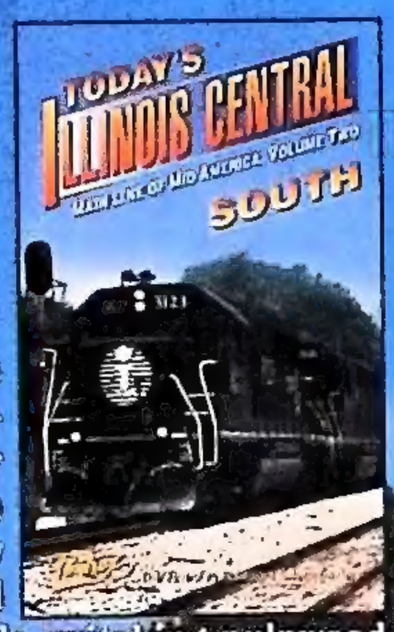

Today's Illinois Central
Main Line of Mid-America Volume Two: South

The secrets of the southern half of the Illinois Central unfold as our travels take you from Fulton, Kentucky to New Orleans. Heavy grain and long mixed freights, locals switching pulpwood lots, fast intermodals, and trains with long strings of tank cars from the famous "chemical coast" are seen polishing the rails.

Trains are followed across western Tennessee and down the length of the famous Mississippi Delta country where you'll see how the IC has rebuilt the line into a modern transportation artery. Many beautiful old passenger stations still line the route and the charm of the South is evident as the rails pass through quaint, small hamlets. It's a fantastic railroad, just waiting to be discovered. Hop on board as we depart for a rewarding trip down the southern half of the "Main Line of Mid-America!" Stereo.

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RAILNEWS

FUJICHROME: SCOTT WILK

CSX's AC6000CW's are entering service in a modified paint scheme. The large "CSX" on the side is now yellow with a blue outline (the previous scheme had solid blue letters) and dual lightning bolts are under the cab windows. CSX 601 was in Augusta, Ga., on September 17, 1996.

KODACHROME: J. ALLEN HICKS

NASHVILLE & EASTERN U30B 5343 was in fresh paint at the N&E shop in Lebanon, Tennessee, on September 12, 1996. Six of the line's former CSX GE's now wear the green and yellow livery. See RAILNEWS.

KODACHROME: ANTHONY DIYENNA

EASTERN F-UNITS are in the news. Southern Railroad of New Jersey's former B&LE F7 728 wears O&W colors at Winslow Junction, N.J., on September 28, 1996 (**right**). On the Brandywine Scenic, Reading FP7 902 was pulling leaf-lookers on October 5th (**above**). Carolina Southern's former CN F7 9163 was at Chadbourn, N.C., on September 15th (**below**). See RAILNEWS.

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KODACHROME: JOHN F. SULLIVAN

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From the Publisher's desk: Study in Contrasts

Our second United Kingdom railway tour turned out to be a study in contrasts. We rode all four narrow gauge lines on the Isle on Man: The Manx Electric Railway, connecting Douglas with Laxey and Ramsey, the Snaefell Electric Railway with its bow-type collectors which takes you to the highest point on the Isle at 2039 feet, the steam-powered Isle of Man Railway and a genuine horse car line that runs between the steam road and the tram. When the Snaefell 42"-gauge cars need major repairs, they are mounted on 36"-gauge trucks for a tow to the Manx Electric shops in Douglas. A number of the cars are lettered for lines long gone.

Near Ffestiniog we walked part of the Welsh Highlands right-of-way, which will soon be restored. This line will operate South African Beyer-Garratt locomotives; track laying is expected to start at the northern end near Caernarvan. The Beyer-Garratt will be restored at the Ffestiniog Shops at Boston Harbor. Regrettably the locos are too large for the Ffestiniog Railway. While at Ffestiniog we also rode up Mount Snowden on the Snowden Cog Railway, taking us to the highest point in the United Kingdom. In addition to steam, the cog road also uses Swiss diesels and Swiss articulated railcars. As in the States, the locomotives push one coach up the mountain as a safety measure. The railcars carry twice the load of the coaches pushed by the steam or diesel locomotives but we were told that steam will stay.

Catamarans took us from Portsmouth to the Isle of Wight where the Isle of Wight Steam Railway operates a 36"-gauge line as well as a few diesels. A British Rail branch on the Isle operates former London Underground cars since clearances won't permit conventional BR equipment. We also rode the Dart Valley and Blue Bell lines, the latter recently extended.

We rode a 1952 Leyland railbus to Iron Bridge and Brists Hill Village and a vintage green London double decker to Blue Bell.

British Rail was used for most of our travel, riding the speedy Intercity electric and diesel multiple unit (d.m.u.) equipment, Sprinters and an assortment of one-, two- and four-car sets. A glimpse of a Royal Mail train gave us our first view of Wisconsin Central's presence in the United Kingdom.

At the end of our tour, six of us chose to ride the Eurostar from London to Paris and back, a three hour run that took us under the English Channel, at speeds across France of 186 mph with an unbelievably smooth ride. The English Channel portion of the trip lasts only twenty minutes. Security is tight, equivalent to what you expect on Lufthansa and El Al. Our tour was in a first class coach with full breakfast or dinner served at our seats.

Our tour was a study in contrasts, from a genuine horse car in regular service to the latest in high speed rail service. The Northeast Corridor deserves equal fiscal treatment and higher speeds. Maybe if Congress had joined us on our tour ... But then, they had an election to tend to!

RAILFAN & RAILROAD

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COVER

Seven Burlington Northern Santa Fe freight trains in 90 minutes passed over Grand Canyon Railway's new 2-8-2 4960 on October 6, 1996, as part of GCRy's first Railfan Weekend. Sponsored by the Grand Canyon Chapter NRHS, the event included a banquet, 4960 pulling a special photographer's train, photo opportunities with 4960 and the regular GCRy traffic, plus a night photo session. To wrap things up, GCRy honored R&R's request to pose the over-and-under, and CMO Robert Franzen came by on his day off to accommodate the roughly 20 photographers who stayed around. Everyone got some version of our cover. Kodachrome by Mike Del Vecchio.

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Take a trip to Europe and focus on standard gauge steam in the former East Germany, as several locomotives are used in a winter *Plandampf*, or Steam Plan, whereby steam is placed on regular freight and passenger trains for several days. Many picturesque scenes include: towns, viaducts, signals, and stations. Rare tank engines such as class 94 (0-10-0T), Class 95 (2-10-2T), and Class 65 (2-8-4T) share the spotlight with cameo appearances by other engines. Fast paced action.
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FANMAIL

Vitis Sub memories

Mike Woodruff's article on the CSX Vitis Sub (November 1996 R&R) brought back a bunch of memories. I spent a lot of my high school years railfanning at the Lakeland Amtrak station. That area has seen a lot of changes since (and during) the late 1970s to mid '80s. I still remember the repowered Baldwin switchers in SCL black with yellow-stripes. It was in this area I learned how to use my 35mm SLR camera. I was not able to do as much railfanning as I would have liked. While in high school I didn't have a car and while in college in Gainesville, I didn't have a lot of money for film and developing.

JASON ADLER
Richland, Wash.

Railfanning the Vitis Sub

That was a very accurate, well written and well photographed report by Mike Woodruff on the CSX Vitis Sub. It is obvious he has spent more than just a few visits in order to have put the article together. Mike has unbelievably documented the area and action.

I have been enjoying this area and action for years with special interest in northbound Q601. As Mike has stated, it most always has one or more SP units.

Years of experience have shown that southbound No.91, Amtrak's *Silver Star*, will most likely be from 20 minutes to three hours late. Sometimes there will be so many meets with Amtrak and/or other freights at the sidings described between Vitis and Wildwood that one can't catch them all. Other days one might wonder where are all the trains? In the afternoon it does thin out.

The absolute signals which are red when no trains are coming will give reasonable advance notice of an approaching train when they display green. But signals that are usually in a dark state, and then light up to green give very little notice; the headlight may already be in sight. A dark signal doesn't mean there is nothing nearby and coming. Also, learning to read the signals may show you that a train will take the siding and a meet will probably take place.

One can really get into these morning chase adventures and go north beyond Wildwood. There is easy access to the tracks from parallel Rt.301 to the town of Belleview. There is another controlled siding along the way at Summerfield, where more meets may be seen. Both ends of this siding are very accessible from paved county roads. "Stokes" siding, between Vitis and Lakeland, is a nice one, but as a general statement, it is inaccessible.

Don't worry about the 'gators, we haven't seen one yet. Snakes? A big "maybe." The only insects that will really bother you are the "love bugs" splattered all over your windshield when they are in season.

Enjoy this CSX area and action, and a "tip of the hat" to Mike!

FRED CLARK, JR.
Clearwater, Fla.

Amtrak oddity in Florida

Mike Woodruff's article on CSX's Vitis sub was interesting reading but not enough to convince me to visit. I can think of other places to railfan CSX where I do not have to be on the lookout for poisonous snakes and alligators!

A couple of years ago I boarded Amtrak's *Silver Star* for a trip from Florida to Wilmington, Delaware, in order to ride from Miami to Coleman, the last segment of Amtrak's route map I had not covered. I was disappointed in not being able to ride the abandoned Seaboard Air Line main from Coleman to Auburndale, but the Vitis sub provided some interesting new mileage, and now thanks to Mike's article I can sort

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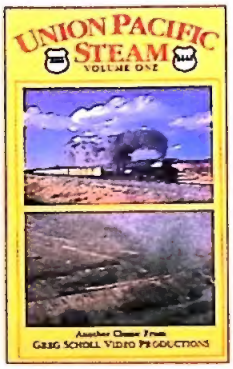

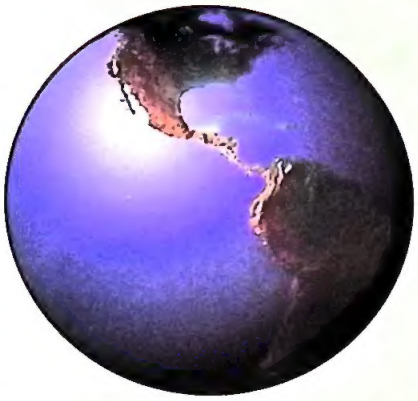

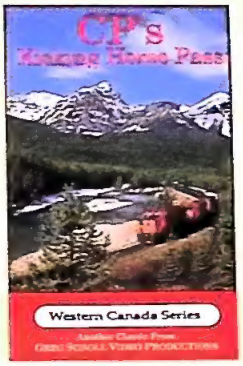

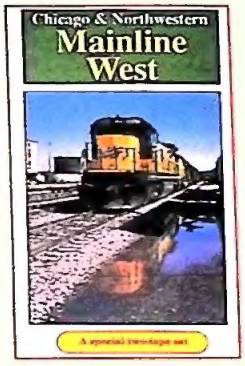

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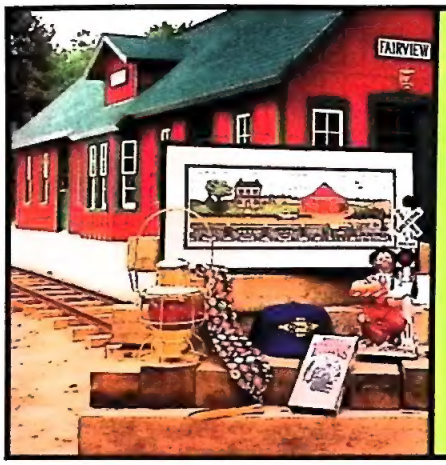

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MAG7

out the trackage on the route I was riding and fill in my mileage map.

As the northbound *Silver Star* from Miami turned west at Auburndale and neared Lakeland Junction to enter the Vitis Sub, we met our train's Tampa section approaching the Lakeland Station to make its stop. I wonder if there's any other piece of track where two passenger trains going to the same destination pass each other in opposite directions! Amtrak's current timetables indicate that the meet at Lakeland would be a fairly common occurrence if both trains were close to schedule, but not for much longer based on Amtrak's planned changes to its Florida service.

TOM SMITH
Camas, Wash.

Finding Kodachrome

So Kodachrome is hard to find (FROM THE PUBLISHER'S DESK, October 1996)? Having made two trips by RV to California and back in the last year without experiencing any difficulty in finding 40-plus rolls of Kodachrome 64, I'll pass along this tip: try WalMart or K-Mart (or Target in the west).

DAVID K. WHEELER
Watertown, N.Y.

Last day of Deux Montagnes

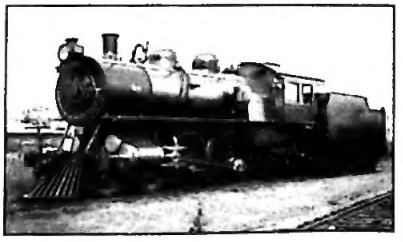
The news item on page 26 of the November 1996 issue contains a couple of errors about the Deux Montagnes line, one you'll probably hear about, since half of North America was there. The last day of service with the old equipment was June 2, 1995, not July 11. Motors 6711 and 6710 worked the last round trip that evening. The first day of service with the new equipment was October 25, 1995, not August 18.

Motor 6713, while not "preserved", is still extant along with the English electrics. They are stored in the dead line in Taschereau Yard in Montreal. The steeple cabs headed stateside this past summer.

JOHN GODFREY
Montreal, Que.

Big Arthur's engine?

I think the enclosed picture is of a locomotive similar or identical to the one referred



to by number in "A Ride with Big Arthur." It is New York Central System (Michigan Central) No.254 and fits the description. It is on display at the Henry Ford Museum in Dearborn, Michigan.

REV. HOWARD J. LANDES
Berkey, Ohio

Hershey Cuban update

You graciously published my letter regarding the Hershey Cuban in your May 1996 issue. Since then I have done some research and can offer more information on the "streamlined" railcars in Clive Foss's article. According to "Remember When" published by the CERA, No.213 and one or

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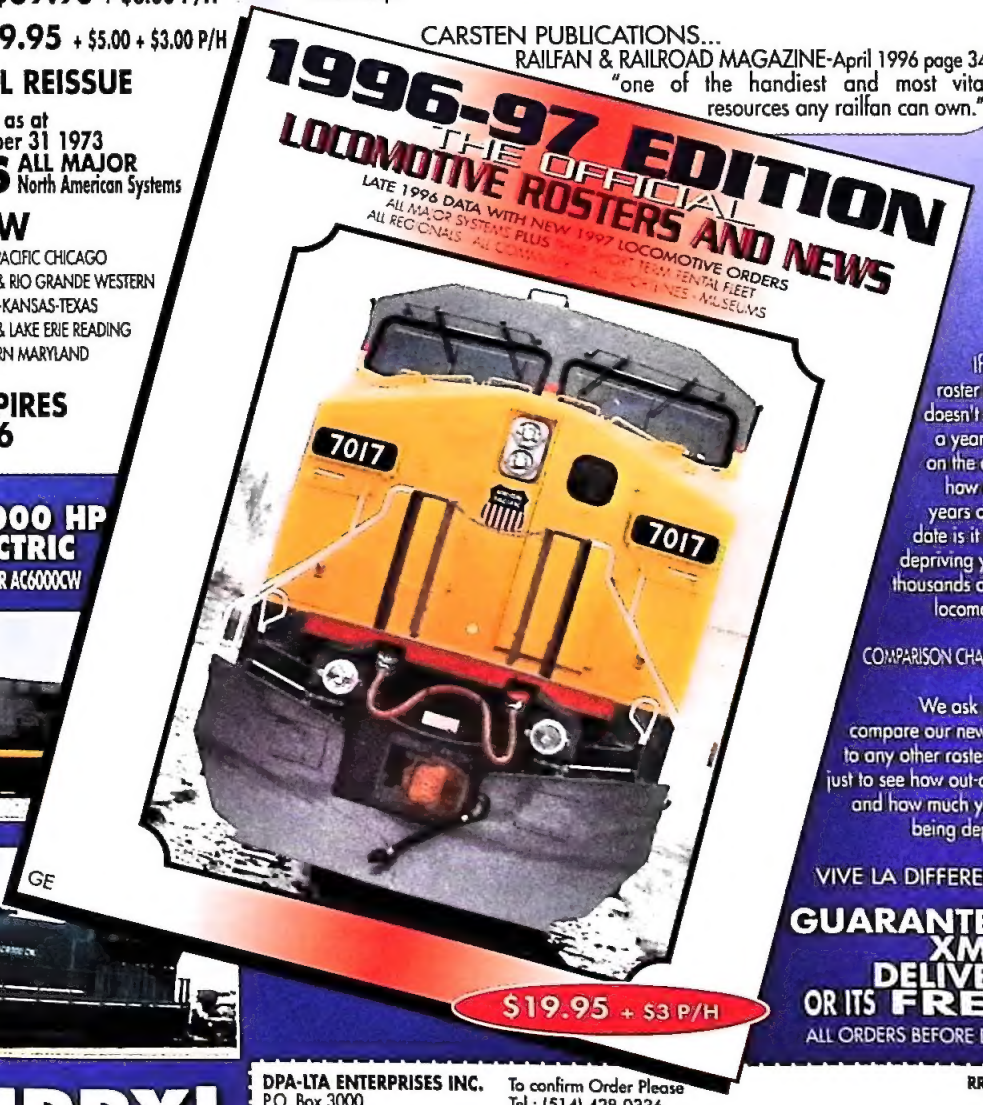

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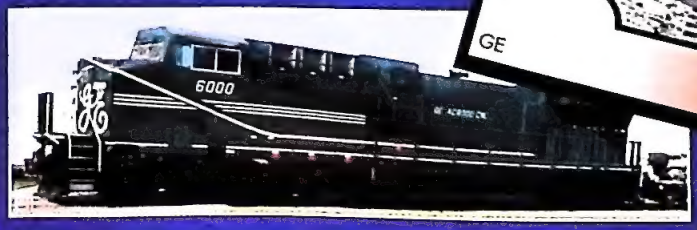

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more other Cincinnati built cars, class of 1922, were scrapped. Their electrical components were used to "trolleyize" East German-made diesel rail cars which apparently proved very unreliable in service. I hope this information clears up that Hershey Cuban mystery.

RICHARD W. RAMSDEN
Naples, Fla.

Luxapilila correction

The CAGY Industries railroad mentioned on page 26 of the November R&R is the Chattooga & Chickamauga and not the Chattanooga & Chickamauga. The name comes from Chattooga County, Georgia. Also in the photo caption by my photo on page 27, the location is Belk, Ala., and not Columbus. With this new line, Columbus, Miss., is now served by six railroads: BNSF, Columbus & Greenville, Golden Triangle, KCS, Luxapalila Valley and NS.

DAVID HURT
Columbus, Miss.

TIMETABLE

RAILFAN EVENTS

WINNSBORO (ROCKTON), SOUTH CAROLINA, November 30, December 1 and 7. Train rides with Santa Claus at the South Carolina Railroad Museum. Trains run from 9:30am to 3:30pm. Details from SCRM, P.O. Box 7246, Columbia, SC 29202-7246; 800/968-5909, 704/393-0335 or 803/957-7122.

WILMINGTON (GREENBANK), DELAWARE, December 7. Night photo mixed train over the Wilmington & Western using ex-Mississippi Central 4-4-0 No.98. Photo opportunities at multiple locations, lighting by Steve Barry. Trip departs 6pm. Tickets $35 from Tom Gears, 2720 Newport Gap Pike, Wilmington, DE 19808; information phone 302/892-2473; E-mail tgears@dca.net.

HAGERSTOWN, MARYLAND, December 7. Excursion over former Western Maryland "Dutch Line" to Hanover, Penn., using MARC equipment. Fare $40 adults, $35 seniors, $25 children ages 4-12 from Hagerstown Roundhouse Museum, P.O. Box 2858, Hagerstown, MD 21741. Information: 301/739-4665.

THE CHARLIE RUSSELL CHEW-CHOO dinner train will operate over a 28-mile route between Kingston and Denton, Montana, on the following dates: December 7, 14, 21 and 31 and February 14. Information: Main Connection Travel, P.O. Box 1123, Lewistown, MT 59457; 406/538-2527 or 800/735-7886.

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TRAVERSE CITY, MICHIGAN, December 20-January 5. 6th Annual "Festival of Trains" at the City Opera House, an historical review of the train industry in the Grand Traverse region Hours are 10am-6pm daily except Dec. 25, admission $3.50 adults, $1.50 children. Information: 616/922-2070

PHILADELPHIA, PENNSYLVANIA, January 25. PCC streetcar charter over SEPTA's southeastern routes. Numerous photo opportunities. Tickets $25 from Wilmington Chapter NRHS, c/o Steve Barry, P.O. Box 226, Newton, NJ 07860.

PRINEVILLE, OREGON, February 1-2. Steam-powered log train on the City of Prineville Ry. with 3-truck Mount Emily Shay No.1. Two roundtrips daily with runbys. Fare $20. Tickets and information from COP Ry., 185 E. 10th, Prineville, OR 97754; 541/447-6251.

EastRAIL '97, will be held February 8th in central New Jersey, sponsored by United Railroad Historical Society. Multi-media slide programs by Scott Snell, Tom Baker, Greg Nazarow, Steve Barry, Frank Etzel and others, plus a tribute to Don Ball. Tickets $12 in advance, $15 at the door.Tickets/information from URHS, P.O. Box 711, Clark, NJ 07066.

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GREENBERG'S Great Train, Dollhouse & Toy Show will be held at the following locations on dates listed, Saturdays 11am-5pm., Sundays 11am-4pm. Admission: $5 adults, $2 children 6-12 unless otherwise noted. Contact: Greenberg Shows, 7566 Main Street, Sykesville, MD 21784; 410/795-7447.

December 7-8 Timonium, Md., Fairgrounds.
December 14-15 Fort Washington, Pa., Expo Center.
December 14-15 Pomona, Calif., Fairplex.
December 28-29 West Palm Beach, Fla., South Florida Fairgrounds.
January 4-5 Chantilly, Va., Capital Expo Center
January 4-5 Jacksonville, Fla., Fairgrounds
January 11-12 Norcross, Ga., North Atlanta Trade Center.
January 11-12 Virginia Beach, Va., Pavilion.
January 18-19 Baton Rouge, Va., Riverside Centroplex.
January 25-26 Tampa, Fla., Florida Expo Park
January 25-26 Upper Marlboro, Md., Show Place Arena.

WILLIAMSPORT, PENNSYLVANIA, December 8 Whistle Stop Train Show at Rose Street Station, Cemetery Street, 9am-3pm Admission $2, children under 12 free. Information: Jim Stabley, 721 West 3rd Street, Williamsport, PA 17701; 717/326-4280.

COLUMBUS, OHIO, December 14. Buckeye Railroadiana and Model Train Show at the Lausche Building of Ohio State Fairgrounds, 9am-4pm Admission $4, children under 12 free. Information: Gordon Hartranft, 58 Creed Circle, Campbell, OH 44405; 330/755-1914.

PARMA (CLEVELAND), OHIO, January 4. West Park Model Railroaders Swap-N-Shop at the U.A.W. Union Hall, 5615 Chevrolet Blvd., 8:30am-4pm. Information: Lewis Warren, 20520 Lorain Road, Fairview Park, OH 44126, 216/331-8679.

CANTON, OHIO, January 4-5. Train & Toy Show sponsored by CJ Trains at the Canton Centre Mall, 4000 West Tuscarawas, 10am-9pm Saturday, 12pm-5pm Sunday. Information: Jon Ulbright, 941 Buchholz Drive, Wooster, OH 44691; 330/262-7488.

WENHAM, MASSACHUSETTS, January 11. Model railroad and railfan meet sponsored by the Wenham Museum at Buker School Auditorium, School Street, 10am-4pm. Admission $3 adults, $1 children, $7 family. Information: Wenham Museum, 132 Main Street, Wenham, MA 01984; 508/468-2377.

SAVANNAH, GEORGIA, January 18-19. 8th Annual Model Railroad & Train Show sponsored by Coastal Rail Buffs, Inc., at the National Guard Armory, 1248 Eisenhower Drive, 9:30am-4:30pm. Admission $3, kids under 12 free with parents. Information: Ken Huffman, 414 Inglewood Drive, Savannah, GA 31406; 912/927-4976.

WHEELING, WEST VIRGINIA, January 18-19. Oglebay Resort's Train Show & Sale at Wilson Lodge Glestener Hall to benefit the "Good Zoo," 10am-5pm Saturday, 10am-3pm Sunday. Admission $4 adults, $1 children.

OTTUMWA, IOWA, February 1-2. Great River Railroad Club Model Railroad Show at Quincy Place Mall. Show open during usual mall hours, free admission. Information: Rich Hood, 803 Jefferson, Burlington, IA 52601; 319/754-4979.

HAMBURG (BUFFALO), NEW YORK, February 15-16. Western New York Historical Society Train Show at Erie County Fairgrounds, 10am-5pm. Admission $5, kids $3.

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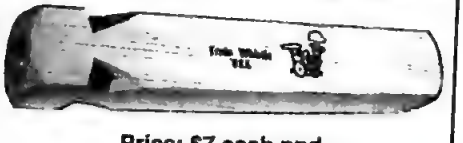

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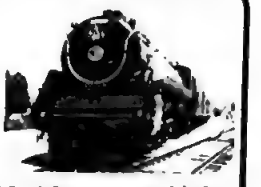

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We'd Like You To Meet ...

Ron Mele

The author of the feature article on the NS COLTainer tells his story this way:

"Railroading has been one of my life's great passions for as long as I can remember. I was born 45 years ago in a small western Pennsylvania suburb of Pittsburgh called New Kensington, which was served by a branch of the Pennsylvania that ran between Pittsburgh and Buffalo, N.Y. The sights and sounds of the PRR, coupled with having an uncle who worked as an engineer for the Bessemer & Lake Erie, no doubt had an influence on my interest in railroads.

"Interest in railroads waned for a time during my adolescent and college years but came back with a vengeance once my educational goals had been achieved. My first serious venture as a railfan photographer came at the ripe old age of 30 when I bought a Minolta XG-7 and started shooting slides of anything related to railroading. The quality of those early photos were average at best, but I treasure them because many of the subjects have passed into history.

"A job-related move resulted in uprooting my family to Montgomery, Alabama, and then on to the Birmingham area where we currently live. I have developed an avid interest in Birmingham's industrial and transportation history. This interest was expressed in the feature article I wrote on the Birmingham Southern Railroad which appeared in the February 1994 issue of *Trains*. My other railroading pursuits include interlocking towers, industrial shortlines and my model railroad, the Cumberland, Connellsville and Pittsburgh. I also publish a monthly newsletter called *Southeastern Rail News*. As the name suggests, the focus is on railroading news and events here in Dixie.

"I currently use a Minolta X-570 body and four fixed focal length Minolta lenses. They include a 28mm f2.8, 50mm f1.4, 130mm f3.5 and 200mm f4. I find this combination of lenses meets most of my photography needs. Occasionally, the need may arise for something in the 300mm range, but those are rare occasions and thus far I can't justify that expenditure. For emergencies, I also carry an old Minolta SRT-100 in case the electronics on the X-570 give-out. Regarding film, 95 percent of my work is on Kodachrome 64. Every now and then, I'll try Kodachrome 200 or black and white print film.

"My photography has become more selective as I have become a 'mature' railfan. No longer do I shoot everything that moves as was the case 15 years ago. While the quality of my photos has gotten better over the years and I waste less film, there are things I miss from the old days. There were classic railroad structures, a variety of paint schemes and most importantly, people such as tower operators and station agents to interface with. There are still many interesting things to photograph in today's world of railroading. You just have to look a little harder to find them."

Tom Moungovan

The author of this month's article on Grand Canyon's new 4960 was born in 1946, and he's no stranger to steam locomotives as he spent his early years on the San Francisco peninsula with Southern Pacific

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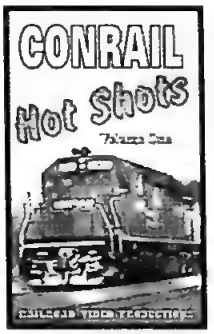

Tape No.117

This program features non-stop Conrail run-by action at selected locations in Pennsylvania and New York. A wide variety of Conrail diesel power is seen as well as diesels of Southern Pacific, Union Pacific, Cotton Belt, Gilford and Norfolk Southern. Truc-Trains, Unit trains and mixed freights are seen as well as a few Amtrak passenger trains. The entire program was shot by Tim Hosey in 1993.

Tape No.HM-5

The Lackawanna and the Erie merged in 1960. This program shows the railroads in action before and after the merger. You will see Lackawanna FTs and E units in the Poconos as well as the Erie's fleet of RS diesels on commuter trains at Ridgewood, Ramsey and Passaic, NJ. Post merger action features Alco PA's on the Moonda Viaduct, Baldwins on coal trains on F units on a fan trip on the Bangor & Portland Branch near Nazereth. Edited from 8 & super 8mm film.

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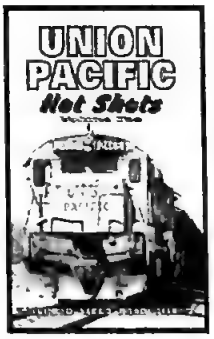

Tape No.118

This program features non-stop Union Pacific run-by action at selected locations in Nebraska. A wide variety of Union Pacific diesel power is seen as well as diesels of the Burlington Northern, Chicago & Northwestern, Norfolk Southern and Nebraska Central. The entire program was shot by Tim Hosey in 1996.

Tape No.116

This program features Railfest 96" held in June 1996 at the Cape Cod Railroad in Hyannis, MA plus a cab ride from the Buzzards Bay Bridge to Hyannis, MA.

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Tape No.316

This program features non-stop CN, CP and Montreal Urban Commuter train run-by action in Canada's Quebec and Ontario Provinces. The entire program was shot by Tim Hosey.

Tape No.115

This program features never before released P.R.R. run-by action at locations including Bay Head Jct., Ft. Pleasant, Manasquan, Matawan, Cliffwood Beach, South Amboy, Bellwood, Enola, Horseshoe Curve, Altoona, Hollidaysburg, Lewistown, Duncannon, Sunbury and Shamokin. Also included is a 1955 P.R.R. produced film titled "Trains, Tracks & Safety Facts".

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steam still in service. He tells his own story pretty well:

"I am still able to thankfully remember the evening commute parade out of the City. We lived in Burlingame for a few years and my folks would sometimes take me down to the depot. Later we moved south to Mountain View and Los Altos where I have even better recollections of the two P7 Pacifics used on 129 and 132, the morning and evening passenger trains that served the Los Altos branch. I snagged a ride on 3251, the big Mikado that worked freight on the branch toward the end of steam. I feel this really helped shape my interest in our hobby. Many years later a thoughtful friend offered to swap me the whistle off the 3251 — I still think of the gesture almost daily.

"I also got interested in logging lines quite early. While in the Air Force I spent several leaves between 1967 and 1969 riding and shooting the steam remaining on Vancouver Island and was fortunate to form some close friendships that I still have and enjoy today.

"The early 1970s saw visits to the three-foot-gauge steam operations in Guatemala. I made friends with a road foreman there and several engineman who allowed me to operate the post-war Mikes in mixed and helper service. Back in the U.S., I spent a 1972 summer as engineer on the 8.6% standard gauge grades of the Klamath Hoppow Valley Railroad in northern California with their three-truck Heisler and 2-8-2 tank engine. This was the best experience with steam locomotives that I've had to date. The KVH quit operating in the mid-1970s and most of its equipment and steam locomotives are now in the State of Washington on the Mt. Ranier Scenic.

"I like working around steam and I've done so for a Chevron oil refinery, my employer, for the past 26 years. There's been a big move away from reciprocating machinery in our oil refinery — you don't see much anymore. A confessed whistle addict, I still try to add good sounding ones to the modest collection that I now have.

"As for photography, my dad started me out with a Detri range finder back in 1965, and he followed that up a few years later with a Pentax 35mm SLR. I have used Pentax products ever since, including a 6x7 for a few years, which I packed around Brazil and Argentina. I mourned the day that Kodachrome II was no longer available and, after a few years with Kodachrome 64, I switched to K25 early in 1993.

"My wife, myself and our three children live in Sepastopol, just north of San Francisco and the Bay area — that's my son Mike in picture next to me near Valle on our most recent trip to Arizona and the Grand Canyon Railway."

Tom Moungovan is well established as an authority on steam locomotives and he's had several articles and photographs published in many venues, including *Trains, CTC Board, Pacific News*, many of the popular Cedco calendars and a few hardcover books on western subjects. This is his first byline in R&R.

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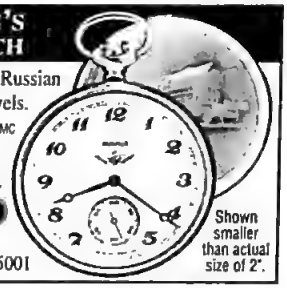

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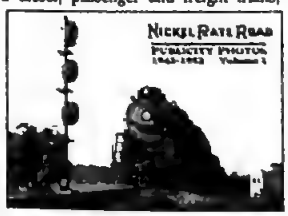

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ON THE MENU

by JAMES D. PORTERFIELD

The Hogger Eats

HERE'S A PUZZLE for you: what do hot Jell-O in a thermos; vanilla ice cream, corn flakes and milk and flash-cooked bacon, eggs, and English muffin have in common? Give up? They are among the favorite rail dining experiences of steam locomotive engineers.

A while back (R&R, May 1994) this column described "Cookin' in the Caboose." There, note was made of the many complaints caboose men had about their arch enemy, the hogger or, as we know him, the engineer. So much affectionate derision was heaped on these men (and today, women too) and so much gloating done about the ultimate revenge — that of denying a hoghead a good meal — that it got me wondering what the crew up front did for a meal. Turns out that, up there in their own little world, the hog-jockeys had their own rituals.

Charles F. Steffes, in his book *Life and Times of a Locomotive Engineer* (Old World Publishers, 1992), is the one who first identified hot Jell-O as the drink of choice over coffee, a preference echoed by others. "I never drank much coffee," he writes, "because it bloated me and also added to the amber stream." What with locomotive cabs lacking toilets, that "amber stream" thing could be a consideration for many a man.

Johnny Graham, retired from the Reading, reported that a "must do" for he and his comrades after a run was vanilla ice cream, corn flakes, and milk. "It was to combat the effects of all that tobacco we chewed and the greasy spoons we ate in on the road," he said. "We called it the 'Engineer's Special,' and waitresses around our terminals always knew what we meant when we ordered it."

Such stories triggered editor Jim Boyd's inexhaustible memory and enabled me to track down his earlier account (R&R, November 1978) of a late-night meal in the cab of a 4-8-4. It went like this: "With a quick rinse of water and a few moments in the fire to sterilize it ... the coal scoop (was) ready to serve as the traditional engine man's frying pan. (We) laid about one third of the bacon on the scoop and carefully rested it inside the firebox with the heel on the stoker pan and the handle gripped in the butterfly firedoors.... It didn't take long for the bacon to sizzle. Coal smoke, hot oil, steam, and bacon frying: the aromas of the gods." Hogmasters were known to fry eggs and burn toast in the same manner. "They had already put a pot of coffee on the backhead 'hot plate' where the oil cans are stored," Boyd wrote. He also noted that, on this occasion at least, a noteworthy example of the opposite sex appeared, causing a Three Stooges-like series of events that

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found the meal dumped into the firebox.

Old-time trainmen carried a rather large lunch pail with them, packed by either a loving wife or a caring boarding house operator. Tradition and the order of consumption, dictated that it be loaded first with hot coffee, sealed in place with a fitted insert, to keep everything else warm. Then came dessert, a three-course meal and, furthest from the hot coffee, something to serve as an appetizer. Each layer was separated by a seal and, as the trip progressed, you ate your way down, to finish with the still-hot coffee.

That brought to mind the story of the new fireman who wanted to show the veteran sitting in the right-hand window that he had initiative. He saw his opportunity in the engineer's beat-up lunch pail. So, while the engineer attended to other duties after a run, this young man went to work, carefully hammering out the dents, realigning the rims, and straightening the sides. When the engineer returned and saw his old lunch pail looking like new, he was beside himself — with rage. Turns out, the old timer had carefully applied all those dents and bends so the lunch pail would snuggle just-so among all the pipes and gauges on the backhead. He was accustomed to keeping his meal warm by the heat of the firebox.

A Pennsy engineer who once muscled steamers through the Middle Division said lunch pails pre-dated him. He recalls his railroad grip doubling as his lunch bag, describing it this way: "it was yea big," he said, holding out his hands to demark a satchel about 12x12x18 inches in size, "and held a bag lunch just fine. When we were on freight we needed a big lunch. On passenger, we ran to Enola in about three and a half hours and didn't have time to eat. When we got there, we'd log out and cross the tracks to a set of steps that led up to Unger's and Van's, two beaneries that stayed open 24 hours for the train crews."

No description of eating in the cab would be complete without comment on between-meal "nibbles." Graham of the Reading described one of the snacks that he often prepared for himself and his hogger while a fireman. Seems on one of their regular freight runs they would be held by signals at a point conveniently located adjacent to a cornfield. Just ahead was a root beer factory. "I'd hop off the train and grab some ears. The guys at the bottler would give us a six pack of root beer (I believe him). I'd roast the corn on my shovel in the firebox and we'd wash it down with the cold soda." The expression on his face as he recalled this activity attests to an early origin of the phrase "It doesn't get any better than this."

Charles Steffes might not agree. In his book he confesses to one food-search mission, when he stole into a melon patch on a farm adjoining the track while his train was being held for signals. There, just as he was about to pick up a plump, cold melon, he spotted the figure of a man with a shotgun standing behind him. Now the owner of this particular farm was rumored to protect his produce with buckshot. Steffes had to improvise, and quick. He went through the motions of relieving one of nature's calls, only to realize on his way back to the departing train, empty-handed of course, that what he'd seen was somebody's scarecrow holding an old stick.

More recently, a Conrail hog-gineer on the River Line (West Shore) tells of "grab-

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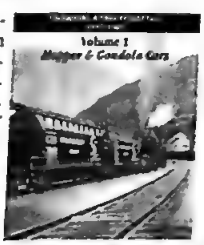

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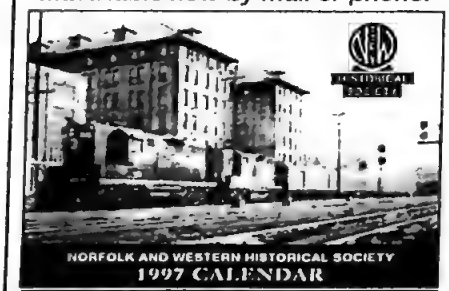

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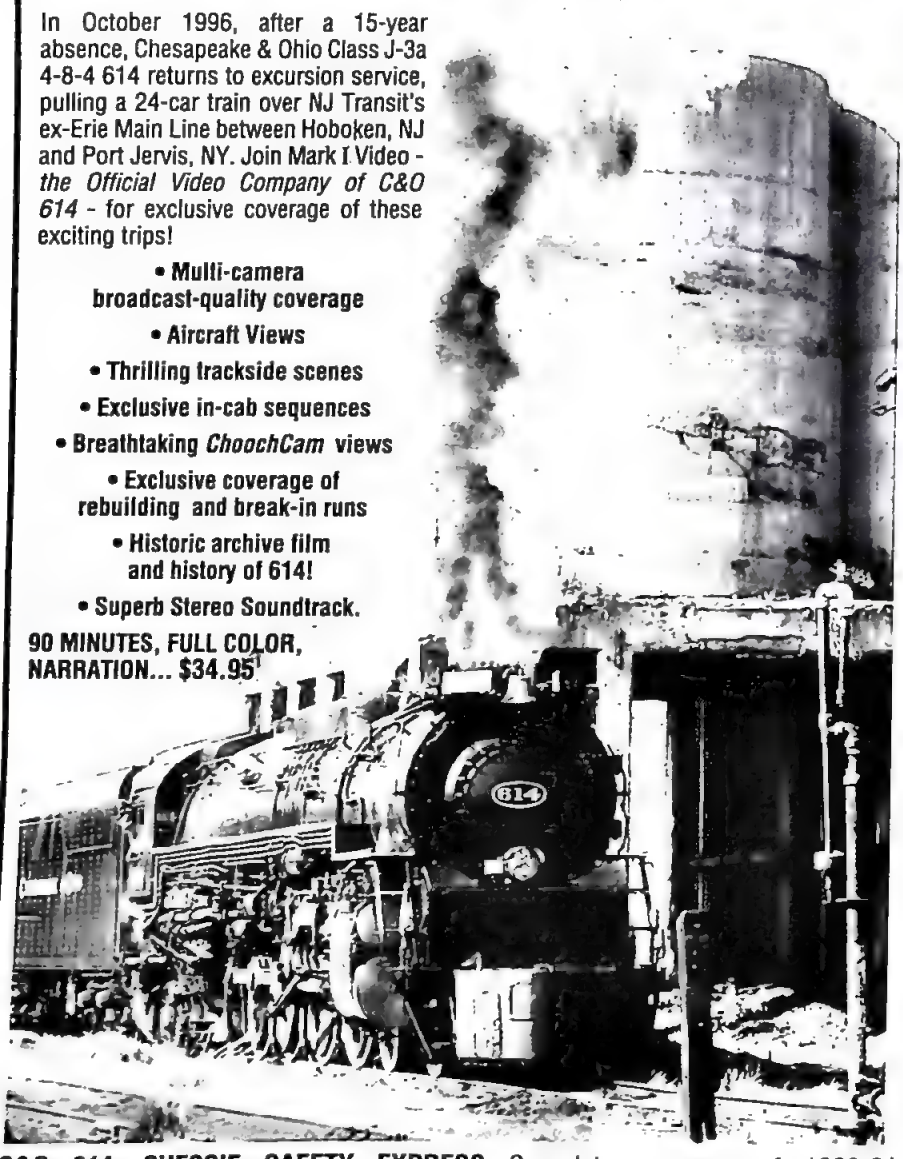

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bing a cup at 90." He explains: "As you approach Kingston, New York, if the schedule permits, you notify the dispatcher that you want to spot your train at Control Point 90. If you did it just right, you can run in to Michael's Diner for coffee to go. When we had cabooses, you could spot the train so the caboose crew could get to the McDonald's down the street at the same time. In Penn Central's day, a siding at Newburgh, New York, was placed just right to allow us to run in to a bowling alley" (my notes don't say whether that was for a bite to eat or to throw a few frames). He pointed out that such things were dependent on where you were running. "If you're working a one-track line, and there are lots of stops, you can improvise. If you're on double track, everything just keeps moving."

A couple of other oddities discovered:

British engineers were known to set up tea service on the footplate. The true oddity in this may not be what they had, but the fact that during a run they had time for tea.

Johnny Graham told of a switch-engine hogger who had just the right touch when it came to wooden tank cars loaded with wine concentrate. "He knew just how to tap that car in switching it so as to crack one of the seams. Yardmen from all over would line up with containers to catch the drizzle of concentrate. Add a little water and you had some grape juice to go with your meals."

One thing all the hog-heads I spoke with agreed on, though, is who had the best food. As one engineer put it, "The men in the cabin car had it all. A stove, a place to store food and a comfortable place to sit and eat."

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RAILNEWS

CSX AND CONRAIL ANNOUNCE MERGER Surprising nearly everyone, CSX and Conrail announced a friendly merger on October 15, 1996, that is being called a "marriage" by the two roads. If approved by the Surface Transportation Board, the combined system will have 29,645 miles of track in 22 states, stretching from Boston to Miami and from the Atlantic Ocean to St. Louis. The merger is actually being structured as a CSX purchase of Conrail stock for $8.4 billion.

Reaction to the proposed merger was swift in coming. On Wall Street Conrail stock shot up $14.37½ a share, closing at $85.37½ on the day of the announcement. CSX stock dropped $2.75 a share to a $46.75 close. The initial CSX offer to Conrail stockholders was a purchase price of $92.50 per share.

Norfolk Southern predictably issued a statement that "this combination raises serious concerns." The NS statement went on to say that "whatever happens in this process initiated by our competitor, Norfolk Southern will be a part of it. We do not rule out any options." As if to emphasize that point, within a week NS was trying for a hostile takeover of Conrail by offering shareholders about $8.00 a share more than CSX was offering.

CSX-Conrail stated that other railroads will be granted trackage rights into areas where the merger will result in current two-railroad service being reduced to one, including the Baltimore-Philadelphia area, but outright trackage sales are out of the question.

CSX chairman John W. Snow will be chairman of the merged company, while Conrail chairman David LeVan will be president. The company will have a new name, one "that reflects the future," according to Snow. The holding company board will be made up of an equal number of members from the boards of CSX and Conrail, and the headquarters will be in Philadelphia, the current home of Conrail.

One of the concerns of the merger is its effect on commuter rail service in the Washington, D.C., area. CSX-Conrail wants to shift MARC commuter trains off the former-B&O between Baltimore and Washington and serve those two cities from the parallel Amtrak Northeast Corridor, which already hosts MARC trains. Expansion of the popular Virginia Railway Express to Fredericksburg, Va., could be constrained by the anticipated growth of freight traffic on the former-Richmond, Fredericksburg & Potomac. More commuter capacity is anticipated for the former-B&O heading west out of Washington to Brunswick, Maryland, however, which would indicate a shift of freight traffic from the CSX line over Sand Patch grade to Conrail's former-PRR line over Horseshoe Curve.

Most observers agree that STB approval of the merger, which could occur sometime in 1997, will set the stage for one more round of mergers as the two major Western railroads, BNSF and Union Pacific, will likely pair off with Eastern roads NS and CSX-Conrail.

A STEAM SPECTACULAR Oregon's two "steam railroads" hosted a photographer's special on October 5-6, 1996, for a weekend of photography in the beautiful fall weather of eastern Oregon. Both the City of Prineville Railway and the Sumpter Valley Railway operated their entire fleet of narrow gauge steam engines for the benefit of the assembled photographers (**page 64**).

Day one began at 7:30 a.m. with the departure of a loaded log train behind Mount Emily Shay No.1 from Prineville. The 1923 Lima performed flawlessly on a series of runbys along the 19-mile City of Prineville Railway. After five hours of shooting, the 90-ton Shay tied up her train at the shops in Prineville, and the photographers jumped in their cars and drove three hours east to Sumpter, where both Heisler No.3 and newly restored 2-8-2 No.19 were steamed and waiting with vintage freight cars in tow. Two hours of afternoon shooting were done along the seven-mile restored Sumpter Valley before the trains tied up for the night.

Sunday, October 6th, dawned with clear skies and 28-degree

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temperatures. No.19 assembled a "mixed train" with several freight cars and beautifully restored SVRy coach 20, the *Emma Eccles Jones*. W.H. Eccles Lumber Company Heisler No.3, a 1915 wood-burner, tied on to a work freight followed by SVRy caboose 5.

As a grand finale, Heisler No.3 dropped its train and coupled to the head end of No.19 and her train. The doubleheader recreated a scene of the "in-service" Sumpter Valley — in the past, when their Heisler needed shopping, it was ferried on the head end of a freight train. This was the first doubleheader run on the restored SVRy in the 20 years since July 1976 when No.3 first pulled a train over the restored railroad. With the success of this event, plans are in the works for another trip in the spring — MARTIN E. HANSEN.

ST. LAWRENCE & HUDSON The eastern operating unit of Canadian Pacific, the St. Lawrence & Hudson Railway, has instituted trains 265 westbound and 266 eastbound to forward intermodal traffic between Buffalo, New York, and Oak Island (Newark), New Jersey. The intermodal traffic is combined with trains 557 and 558 between Buffalo and Allentown, Pennsylvania, and is operated as a "shuttle" across New Jersey. It runs over Conrail using trackage rights granted to the Delaware & Hudson, a component of the StL&H. The first train operated on September 6, 1996, when CP GP9u 8249 and control cab 1116 (formerly an RS18) shuttled a lone container between Allentown and Oak Island.

AN AMERICAN S1 IN BRITAIN One of five Alco S1s exported to Wales in 1950 has been secured for preservation and eventual operation in England by the American Railroad Centre in the U.K., a group which seeks to reopen the former-Great Western Railway branch line to Thame, near Oxford. British Steel 803 (Alco 77777, built in March 1950) was moved by road from its former home at Port Talbot steel works to a secure, covered accommodation in Thame on August 5-7, 1996. For the present it is not on public display. Having been stored under cover since its retirement in 1982, it is in generally good condition and was sold with a good supply of spare parts, many in their original Alco-GE packaging. The locomotive will now be assessed before restoration begins.

Two other Alcos survive in the United Kingdom. Alco 801 (b/n 77120, built in September 1949) is in private ownership in the English West Midlands whilst 804 (b/n 77778, built March 1950) is a static display in the collection of *Railworld* at Peterborough. Alcos 802 and 805 (b/n 77776, built February 1950 and b/n 77779, built March 1950, respectively) were both scrapped at Port Talbot in the mid-1980s, but the trucks were retrieved as spares for 804.

The American Railroad Centre hopes to add further U.S.-built motive power and rolling stock to its collection by import from the U.S. It is intended to construct a replica American-style depot at Thame and operate typical American-style trains over the six-mile branch to the main line connection at Princes Risborough. The reinstatement of revenue carload freight over the line in conjunction with Wisconsin Central's English, Welsh & Scottish is a long-term objective. For the first mile out of Princes Risborough the line runs parallel to another former GWR branch which is already in preservation as the Chinnor & Princes Risborough Railway and will therefore provide the unique spectacle of American and British trains running side by side — MIKE WALKER.

NEW HAVEN RAILBUS 15 A 1954 Mack railbus built for the New Haven was donated to the Danbury (Connecticut) Railway Museum by Sperry Rail Services. Railbus 15, which never ran for the NH, was moved to the museum on September 7-8, 1996. The move from Sperry, which is also located in Danbury, could not be done over Metro-North's trackage which connects the two sites. Unable to afford the $2,500 costs for moving NH 15 three miles through the town, the museum found a friend in the Connecticut Yankee Chapter of the Antique Truck Club of America. The group volunteered their equipment and expertise and moved the Mack railbus behind Mack tractors built in the 1950s and 1960s.

The railbus was one of ten FCD's (so-called in honor of NH president Frederick C. Dumaine, Sr.) ordered in 1954 for low-density branch-line service. Before they were delivered, however, Patrick McGinnis took control of the NH and immediately stored nine of the ten cars when they arrived. All were disposed of with two, including NH 15, going to Remington Arms in Bridgeport, Conn., for intra-plant service. The car was heavily modified, losing its seats and center doors, and the driver's compartments were sealed off. Numbered 2, it spent the next several years hauling ammunition and guns.

In 1985 Sperry purchased the Remington FCD's, joining two more that had been purchased directly from the New Haven in 1958. One of the Remington FCD's was converted to a track inspection car for the New York City subway, but NH 15 sat in the weeds at Sperry until it was donated to the museum. NH 15 is the only preserved FCD — of the other three Sperry cars, one was scrapped and another destroyed in a fire, while the third is still in service. The other six FCD's were sent to Spain, where at least one remained in service until 1978. NH 15 will receive a cosmetic restoration to its Remington Arms appearance in the near term. An extensive renovation to its New Haven configuration is several years away.

ROCKTON & RION 2-8-0 203 The new operator of the former-Waccamaw Coast Line, the Carolina Southern, is busy getting its motive power into service while dealing off equipment it inherited that has been deemed surplus. One piece of surplus equipment is former-Rockton & Rion 2-8-0 203, which has been sold to Pete Claussen. It was sitting on a flatcar on September 15, 1996, ready for shipment. The locomotive was purchased by the WCL in 1990 from the Mississippi Railway & Transportation Museum. The CS will retain some of the passenger cars gathered by the WCL.

Carolina Southern, which operates 37 miles of track between Mullins, South Carolina, and Whiteville, North Carolina, and 38.9 miles from Chadbourn, N.C., to Conway, S.C., (all former-CSX/Atlantic Coast Line trackage), has completed painting two more former-Canadian National F7s into its attractive red and white livery (**page 3**), and as of mid-September one unit, the 9158, had returned to revenue service. Two more F-units that had been stored between Conway and Myrtle Beach have been moved to Chadbourn, N.C. One of the pair is former-Milwaukee, while the other has served the Louisiana & North West; the Wellsville, Addison & Galeton, and SP). The fate of the pair has not been determined — JOHN SULLIVAN.

SPENCER'S RUSSIAN DECAPOD The North Carolina Transportation Museum at Historic Spencer Shops has cosmetically restored Seaboard Air Line 2-10-0 544 for display in the museum's roundhouse. The Decapod was built by Alco in 1918 as Imperial Russian State Railways E1198. The politics surrounding the first World War stranded E1198 and about 200 other locomotives under construction for Russia in the United States. With the American roads under control of the United States Railroad Administration, E1198 was regauged (Russia's roads use a 60-inch gauge), assigned USRA number 1088 and sent to the Wheeling & Lake Erie. Following the end of the war and USRA control of the railroads, the homeless Russian Decapod was sold to the Detroit, Toledo & Ironton as their 311 around 1920. It was sold again in 1935, this time to the Seaboard. After years of branch line service, SAL 544 became Gainesville Midland 206 in the early 1950s. After the Gainesville Midland dieselized in 1959, the Decapod was donated to the Atlanta Chapter NRHS. By 1980 it had come under control of the North Carolina Transportation Museum. It received a full cosmetic restoration in 1996 and will be enshrined as a permanent display in the Spencer roundhouse.

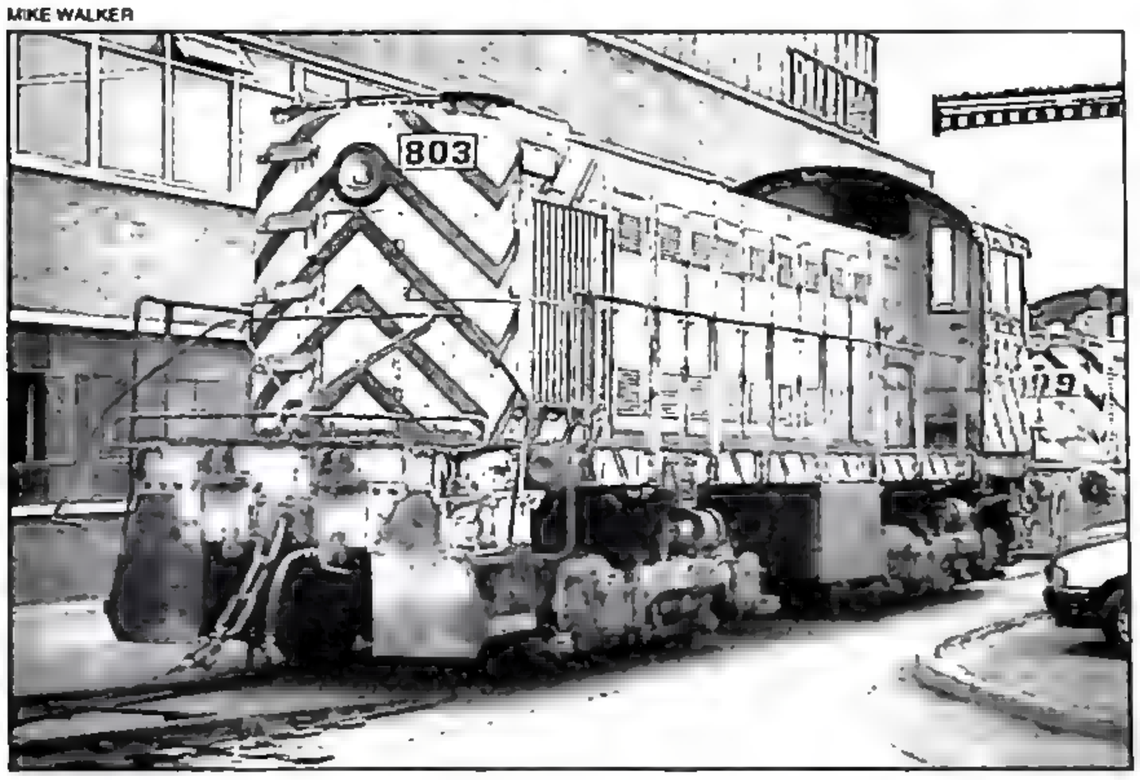
NASHVILLE & EASTERN U30B 5343 At their brand new shop in Lebanon, Tennessee, Nashville & Eastern has been busily painting its fleet of GE's. U30B 5343 is one of four units that have been recently painted into the line's green and yellow livery (**page 3**). In addition to a fresh coat of paint, 5343 was also named the *Charles P. Bradley* in honor of the Nashville candy manufacturer who has been the line's treasurer since 1986.

N&E 5343 is formerly CSX 5343, originally C&O 8215. Two other U30B's, 5339 and 5344 (formerly CSX 5339 and 5344, originally C&O 8211 and 8216 respectively) and U36B 5772 (formerly CSX 5772, originally SCL 1822) were also painted. The quartet joins two other units already painted in the line's colors, U30B's 5338 and 5345, although the earlier two are a lighter green and lack the railroad name spelled out on the long hood. Two other U30B's on the property in CSX paint will shortly receive N&E

ST. LAWRENCE & HUDSON train 266 pauses at CP Ham outside of Allentown, Penn., on September 6, 1996 (**right**), the train's first day. Canadian Pacific cab control car 1116 (a former RS18) and GP9u 8249 lead a lone container en route to Oak Island yard near Newark, N.J. StL&H instituted train 266 and counterpart 265 to handle intermodal traffic between Buffalo and Oak Island, with the traffic between Buffalo and Allentown combined with StL&H trains 558/557. The St. Lawrence & Hudson, CPR's eastern operating unit, uses trackage rights over Conrail granted to StL&H component road Delaware & Hudson to access CR's big Oak Island yard.

KERMIT E. GEARY Jr. LOVEDYNE LIGHTING

MIKE WALKER



AN AMERICAN S1 IN BRITAIN has been preserved by the American Railroad Centre in the U.K., a museum devoted to U.S. railroading. British Steel 803 (Alco builder number 77777) is one of three preserved S1s in England.

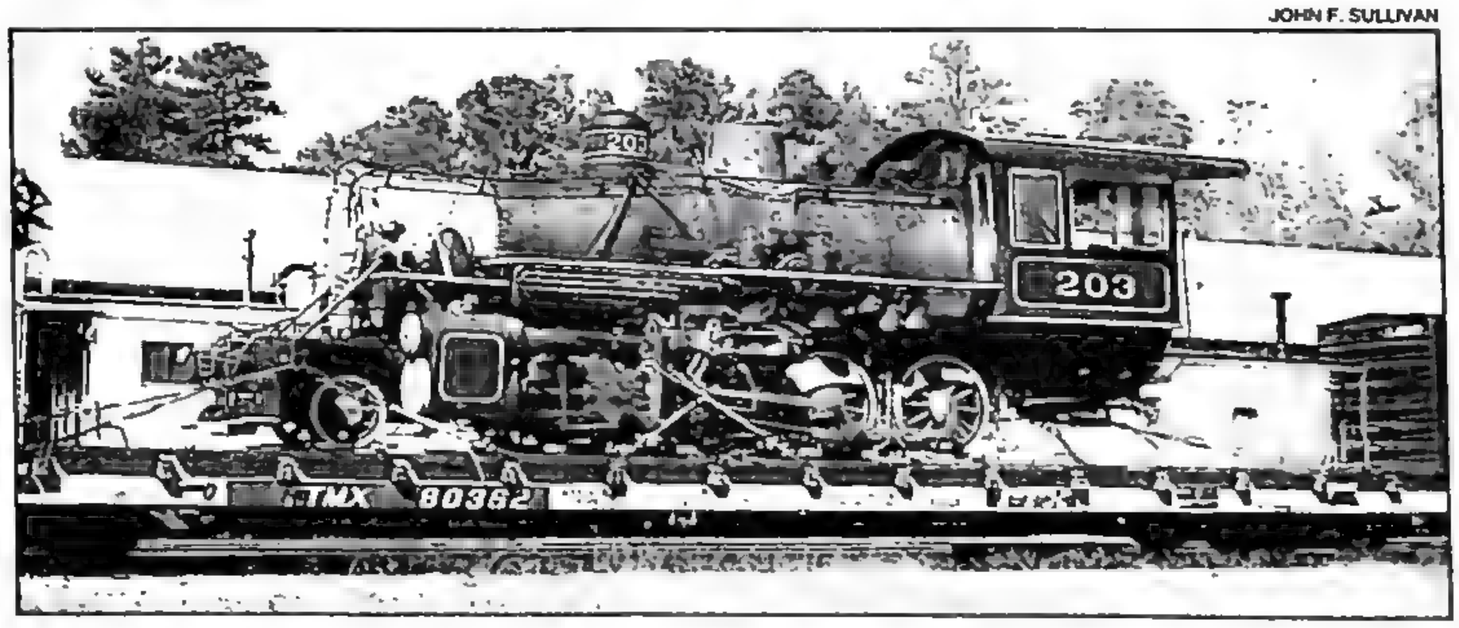
ROCKTON & RION 2-8-0 203, owned by the Waccamaw Coast Line, was sold by WCL successor Carolina Southern to Pete Claussen. It was ready for shipment on a flatcar in Conway, South Carolina, on September 15, 1996 (**right**).

SPENCER'S RUSSIAN DECAPOD, Seaboard Air Line 544 (later Gainesville Midland 206), received a full cosmetic restoration prior to enshrinement in the North Carolina Transportation Museum at Historic Spencer Shops. It was outside the roundhouse on August 15, 1996 (**below**).

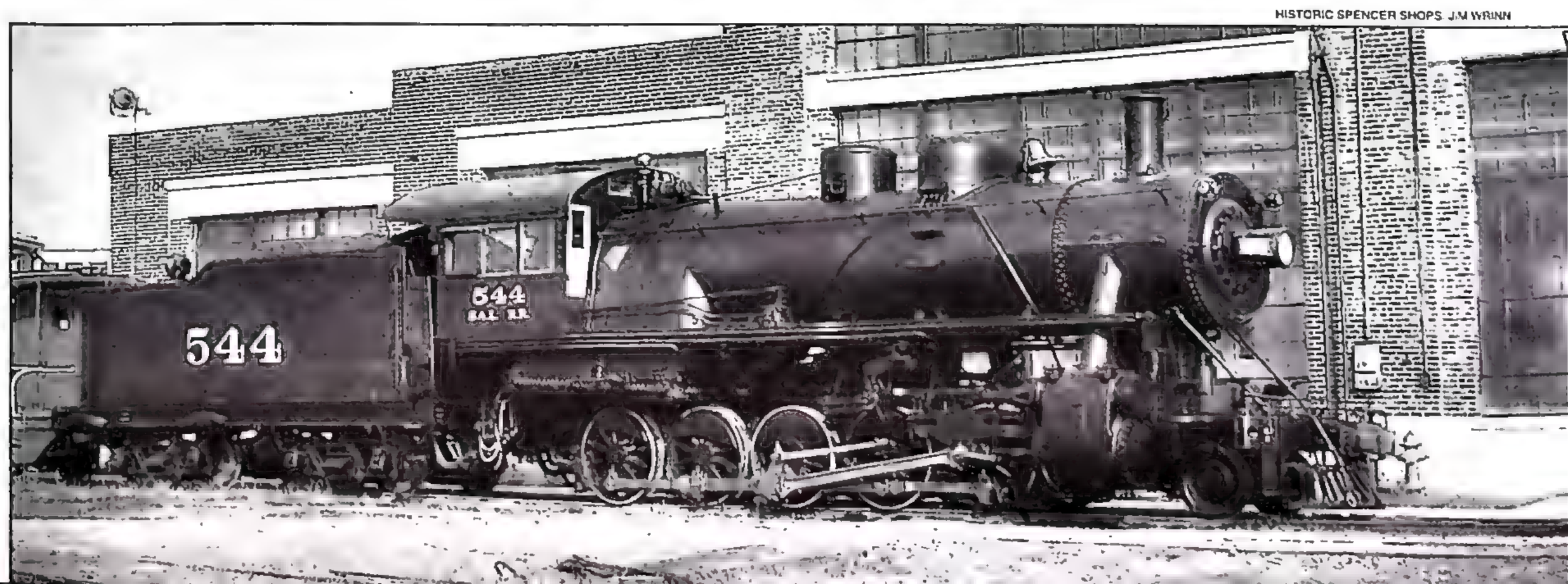
BILL GUIDER

NEW HAVEN RAILBUS 15 has been donated to the Danbury Railway Museum by Sperry Rail Services. Ordered by the New Haven in 1954, it was immediately sold to Remington Arms in Bridgeport, Conn., where it spent its career hauling ammunition. It was at the Sperry shop on September 2, 1996.

JOHN F. SULLIVAN



HISTORIC SPENCER SHOPS, J.M. WINN



colors. They are 5340 (originally C&O 8212) and 5323 (with the carbody from L&N U28B 2504). Chessie 5328 (originally C&O 8200) is off its trucks and used for a parts supply — J. ALLEN HICKS.

GENE AUTRY'S "MUDHEN" 463 The Cumbres & Toltec Scenic Railroad hosted a series of charter photo freights in September 1996 organized by Gene Trowbridge. On September 17 Mikados 476 and 497 powered a train between Chama and Big Horn, New Mexico. The trip featured the two locomotives double-headed up the hill from Chama to Cumbres. The 476 was cut off the head end and served as a mid-train helper for more photo opportunities. On the return trip, sleet started at Los Pinos, and the photographers on board were treated to a full-blown blizzard when the train crested the hill at Cumbres (**page 64**).

During the weekend of September 14-15, another Trowbridge charter featured "Mudhen" 463 fresh out of the shop after work on its cylinders. Photographers paid $500 each for the opportunity to ride in gondolas and a caboose, while enjoying numerous photo runbys. The Mikado was lettered "Rio Grande" for the charter.

Cumbres & Toltec Scenic 463 was built by Baldwin for the Rio Grande in 1921. In 1955 it was purchased by movie star and singer Gene Autry, who donated it to the city of Antonito, Colorado (the eastern terminus of the C&TS), in 1972. It was sold for $1.00 to the C&TS Commission, a joint agency of New Mexico and Colorado that owns the railroad and equipment. It is one of only two surviving D&RGW K27s, the other being D&RGW 464 on the Huckleberry Railroad in Flint, Michigan.

A SPECIAL *ADIRONDACK* On Friday, September 20, 1996, Amtrak ran a special *Adirondack* from Penn Station, New York, to Montreal to introduce the train's new "dedicated" equipment consisting of refurbished Heritage cars. The special ran ahead of the regular No.69, with a large public-relations reception being held at all of the stops north of Albany-Rensselaer (**page 27**). It was powered by a pair of AMD110s, with eleven of the refurbished cars in the consist. Amtrak business car *Beech Grove* trailed the train.

The "new" *Adirondack* will run with dual-mode Empire Service AMD110s in front of four coaches and a 3100-series lounge car. The cars will see service only on the *Adirondack* and have been given names relating to the region. They also have ski racks and additional luggage space. The refurbished train entered regular service on September 23 — JIM SHAUGHNESSY and WES COATES.

EASTERN IDAHO GP35 793 Eastern Idaho Railroad, which began operation in 1993 of 270 miles of Union Pacific trackage in southeastern Idaho, has painted one of its GP35s with the D.A.R.E. (Drug Abuse Resistance Education) logo on its long hood at the suggestion of one of the railroad's employees. Since the logo is a registered trademark of D.A.R.E. America, an organization that in conjunction with state, county, and local police departments educates school aged children about the dangers of illicit drug use, the EIRR worked with the Twin Falls, Idaho, police department to obtain permission to use the artwork. The railroad plans to paint more locomotives at its Rupert, Idaho, shops featuring this logo and other public service messages, such as the G.R.E.A.T. (Gang Resistance Education And Training) logo. Employees and management of the EIRR feel the program is a good way for the railroad to reach out to the communities it serves, and they are enthusiastic that this locomotive, the first ever to bear the D.A.R.E. logo, will be a model for others in the future — JOHN BROWN.

READING & NORTHERN 2395 The first unit to wear the new "Conrail Express" livery, Reading & Northern U23B 2395, was heavily damaged in a collision south of Port Clinton, Pennsylvania, in the early morning hours of September 23, 1996. The accident occurred when a northbound R&N freight stalled on its way to Port Clinton, and the crew cut off the power, leaving the string of cars behind while they continued north to gather additional units at the R&N shop in Port Clinton. Upon returning south to their train with the additional power, the crew suddenly came upon the standing train. Upon impact the first car of the train, a loaded 100-ton plastic pellet hopper, rode up over the pilot of the 2395 and crushed the cab. Fortunately, the crew escaped with only minor cuts and bruises. The 2395 and two CF7s (1501 and 1502, which suffered bent frames) weren't as lucky; all three damaged units have been retired — KERMIT E. GEARY, JR.

NICKEL PLATE PIGGYBACK Nickel Plate Road 35-foot trailer and a 1959 GMC DF-860 "Cannonball" highway tractor were paired up at the Mad River & NKP Railroad Society Museum in Bellevue, Ohio, by James Semon, owner of the tractor. The piggyback trailer, so prevalent in classic photos of Nickel Plate Road's "High Speed Service" between the Midwest and Buffalo, New York, is owned by the museum and was recently moved to make room for expanded display tracks on the east side of the museum's property — JAMES M. SEMON.

EASTERN F-UNITS The Old Woman is back. Southern Railroad of New Jersey F7 728 (former-Bessemer & Lake Erie 728) has been painted into the classic livery of the New York, Ontario & Western (**page 3**). This paint scheme has been non-extant on a working cab unit since the O&W's demise on March 29, 1957.

SRNJ's maintenance base at Winslow Junction, New Jersey, is also used by the Anthracite Railroads Historical Society. Other classic cab units that have been seen on the SRNJ include A-B-A tangerine and blue Central Railroad of New Jersey F3s (owned by ARHS and the Tri-State Railway Historical Society), New York Central FA2 1111, and SRNJ's Rock Island-inspired black and red F7A 727. SRNJ also owns C420 414, painted in full Lehigh Valley dress. The road was using the F3A's in regular freight service between Salem and Swedesboro through the summer, with the SRNJ F7 replacing an F3 in the early fall. Current plans call for the former Bessemer F7s to work the Salem branch together as soon as "O&W" 728 is ready to go.

Across the Delaware River in Pennsylvania, Reading FP7s 902 and 903 were used by the Brandywine Scenic Railroad during the fall foliage season. The units are owned by the Lancaster and Philadelphia Chapters NRHS, respectively. The Brandywine Scenic operates tourist trains out of Northbrook, Pennsylvania, over the Delaware Valley Railway.

CHESAPEAKE & OHIO 614 High speed main line steam came to the Northeast when Chesapeake & Ohio 614 made a thunderous debut on the NJ Transit/Conrail former-Erie main line between Hoboken, New Jersey, and Port Jervis, New York, on a series of weekend trips during October 1996. The trips carried a total of 6,911 people to the banks of the Delaware River from tidewater behind the huge Greenbrier (**page 66**).

Sponsored by Ross Rowland's Iron Horse Enterprises, the trips had Ross himself at the throttle for many photo runbys and each of the eastbound trips. To a large extent the trips were made possible by NJ Transit and the New Jersey Railroad & Transportation Museum Commission, both of which are cooperating to bring a major state-owned rail museum to the Garden State. Some of the proceeds from the trips went to the United Railroad Historical Society of New Jersey, which is the custodian of nearly 70 pieces of equipment slated for the museum.

A street festival was held in Port Jervis each day, with the influx of over 1000 passengers from the train helping make it a success. A tie to the past was seen with the turning of the 614 on the former-Erie turntable in front of throngs of fascinated viewers. One could get a true appreciation of the enormity of the 614 as the bulldozer that was attached to the turntable bridge via steel cable dug in and rocked back and forth as it struggled to get the bridge moving (the electric motors that would normally power the turntable are undergoing restoration).

Before departing Port Jervis, the 614 performed a series of runbys at speed, filling the area with spectacular smoke and sound as it handled the 23-car train. After the runbys and reloading the passengers, 614 made impressive work of the grade leading from Port Jervis to Otisville, New York, even hauling the heavy train up the hill in a downpour on October 19. Chasers had to be content with only a couple of shots each direction, as the trips ran without delay, and the big 4-8-4 made track speed for most of the run.

The trips were deemed an unqualified success by everyone involved. C&O 614 will spend the winter in Lebanon, N.J., and plans are underway to get her back on the high iron in 1997.

KODACHROME JIM SHAUGNESSY

KODACHROME: KEN CHURCH

EASTERN IDAHO GP35 793 is proclaiming the message "D.A.R.E. to Resist Drugs and Violence." The Geep received the special livery with the cooperation of the Twin Falls, Idaho, police department. Other public service messages are planned for other EIRR units. The 793 was at Twin Falls on September 27, 1996.

FUJI PROVIA: MIKE DEL VECCH

"THE BEST DAM RAILROAD IN NEW ENGLAND" is the promotional theme of the Naugatuck Railroad, new operators of 20 miles of former-New Haven tracks north of Waterbury, Connecticut. RS3 529 trundled across the face of Thomaston Dam on October 12, 1996.

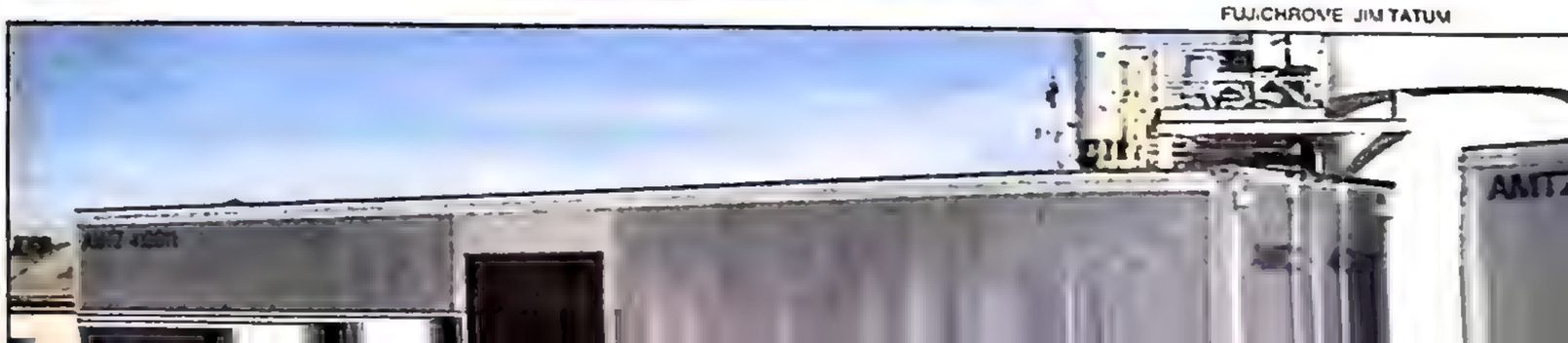
A SPECIAL *ADIRONDACK* ran to Montreal ahead of Amtrak's regular No.69 on September 20, 1996, promoting the train's "dedicated" equipment. Flying dual flags, AMD110 705 and a sister pulled eleven renovated Heritage cars that will be used exclusively on the *Adirondack*.

KODACHROME. KERMIT E. GEARY, Jr.

READING & NORTHERN 2395, the first unit painted for the Conrail Express program (see December R&R, page 66), was heavily damaged when it collided with standing freight cars near Port Clinton, Pa., on September 23, 1996. The unit will be retired.

KODACHROME JAMES M. SEMON

FUJICHROME JIM TATUM



The 4960 hits the rails again, and the Grand Canyon Railway gets a proper locomotive

by Tom Moungovan

4960: A New Career for an Old Friend

EKTACHROME: JIM BOYD

THE MIKADO was your everyday bread-and-butter locomotive that was equally at home rolling freight at 50 m.p.h. on the main line, batting cars around a yard, working on the branch that went by your house or even in helper service. An earlier design that mostly missed the high performance innovations of the 1930s and 1940s, the 2-8-2 was nonetheless a willing soldier that stayed on untill the end of steam.

The Chicago, Burlington & Quincy was an early believer in the 2-8-2, having bought its first fifty O1 Mikados (5000-5049) from Baldwin in 1910. Ten more O1s (5050-5059) followed in 1911. These superheated engines had 27″×30″ cylinders, 64-inch drivers and 200 p.s.i. boiler pressure, producing a Tractive Effort of 58,090 pounds. In 1917 the Burlington made some modifications to the boiler (slightly larger grate area, much increased superheater area and slightly reduced overall heating surface area but no change in boiler pressure or T.E.) to create the O1a, 88 of which Baldwin then delivered between 1917 and 1922 (5060-5147). The final order of sixty O1a's (4940-4999) came in 1923, producing a roster of 208 nearly identical Mikados capable of better than 60 m.p.h. main line speeds.

While the Burlington ended up with

KODACHROME: JACK NEVILLE

bigger and considerably more handsome Mikados, the ugly O1s carried the workhorse heart and soul of the Q until the end of steam, handling grain on the main lines, coal out of southern Illinois and numerous midnight yard chores from Dayton's Bluff to Clyde and Lincoln. With their too-tall cabs, flat smokebox fronts, high headlights, oddly cramped trailing trucks and downright bizarre tenders, the O1's *looked* like something Baldwin would have committed in 1910. But they made up in performance what they lacked in looks, and seldom would a dispatcher have to worry about mixing an O1a-powered freight in with his hotshot 4-8-4s and *Zephyrs* out on the main line. The Mikes could hold their own and keep things moving.

One of the members of the O1a Class of 1923 was Baldwin 56809, CB&Q 4960. After decades of faceless toil, the 4960 gained everlasting fame as the last of the Burlington's string of fantrip locomotives that survived well after the end of regular service steam. The 4960 pulled the Burlington's last fantrip (Chicago to Denrock, Ill.,) on July 17, 1966. Fans of the famous ugly duckling feared she would be scrapped.

But by August of that year CB&Q had donated 4960 to the Wisconsin State Historical Society, and it was to be kept at the Circus World Museum in Baraboo. The plans were to use 4960 on the annual Circus Train to Milwaukee, which 4960 did reliably 1965 and 1966. However, a light-duty bridge prevented the O1a from ever entering Museum grounds, so it sat for a few years outdoors across the bridge. Not able to display the 4960, Circus World gave it in 1970 to the Mid-Continent Railway Museum at North Freedom. Some restoration was done at Mid-Continent during the next few years.

In 1980 Harold Keene leased the locomotive to run on his new Bristol & North Western tourist line along the Virginia / Tennessee state line, and he hired Gary Bensman, then of the NKP 765 crew, to oversee getting 4960 to Virginia. Keene owned the old Jackson Wire & Steel mill in Jackson, Ohio, and he first shipped 4960 there for its restoration. The Mike was found to be sound, and it was under steam in Jackson on March 1, 1981, one month after it had arrived, albeit at 150 lbs. boiler pressure rather than its regular service 200 lbs. The lease mandated that 4960 would retain all of its Burlington markings and details — the Q fans were quite happy.

The 4960 put in a very memorable summer of 1981, and two of its B&NW crew members are its current caretakers. Robert Franzen fired the 4960 for the entire summer of 1981, and Ervin White was involved the rebuild of 4960 during 1980 and its operation during

THE GRAND CANYON RAILWAY completed a major overhaul and redesign of former-Chicago, Burlington & Quincy O1a 2-8-2 4960 that left the famous fantripper of the 1960s with a new and different appearance. Compare the fantrip-era 4960 **(left)**, on the wye at Zearing, Illinois, in 1966 and on the Bristol & North Western in 1981 **(bottom)** with today's 4960. During break-in runs over the July 4, 1996, weekend **(below)** and in regular service, at Red Lake **(opposite bottom)** on August 29, 1996, the new 4960 and crew really put on a show.

KODACHROME, GOODHEART PRODUCTIONS; DAVID GOODHEART

KODACHROME: JIM BOYD

1981. On today's Grand Canyon Railway Robert Franzen is the chief mechanical officer who engineered 4960's rebuild, and Ervin is GCRy's trainmaster.

After the B&NW, Gary Bensman moved 4960 up to the Fort Wayne Railroad Historical Society shop at the Casad industrial park at New Haven, Indiana, so that he could work on both 4960 and NKP 2-8-4 765. Gary did some work on 4960, but in 1989 the tired old Mike was purchased by the Grand Canyon Railway and was shipped in pieces to Williams, Arizona, to begin an overhaul.

However, GCRY owner Max Beigert wanted something under steam for the September 1989 start-up. Franzen, Bensman and the GCRY shop forces did a miraculous one-month rebuild on LS&I 2-8-0 18 which pulled the very first trains to the canyon, wet paint notwithstanding. While the 18 was truly the "little engine that could" on the hilly 64-mile Grand Canyon, she performed quite well and remains a favorite of the shop crew. By 1991 the slightly larger LS&I 2-8-0 29 was put in service. Since the railroad has grades of 3.5% in spots, the 18 is rated for six cars and the 29 for seven — and GCRy's self-imposed 40 m.p.h. track speed is just about top speed for the Consolidations. Following the lengthy and significant rebuild, 4960 has been able to take nine coaches north to the canyon at track speed, and she really gets to test her mettle on the grades.

The profile of the Grand Canyon Railway can be likened to a shallow "vee," with Williams and the depot at the Grand Canyon Station being at roughly the same elevation. Willaha, at milepost 37.7, is near the low point of the line, being about 1000 feet lower. There are several miles of 3.0% grades along with sharp curves on the northbound run, in addition to a stretch of 3.5% at the north end, that make it more demanding than the return trip. One leg of the wye track at the Canyon rises northward at a whopping 4.5%.

Working on 4960

The rebuild of the 4960 culminated in late July 1996 when she underwent testing and finally entered service. This rebuilding, which altered her both mechanically and in appearance, was probably the most extensive work that has been done to a steam locomotive in the United States since the steam era. GCRy spent $1.6 million dollars on a job that occupied 30 months of a three-year period and required 80,000 man hours. Grand Canyon chief mechanical officer Robert Franzen wanted a user friendly locomotive that would have to run many miles with minimal maintenance in a part of the country with little water and a fire hazard during much of the year. Franzen designed the entire job and engineered many modern innovations into a very basic old Baldwin Mike.

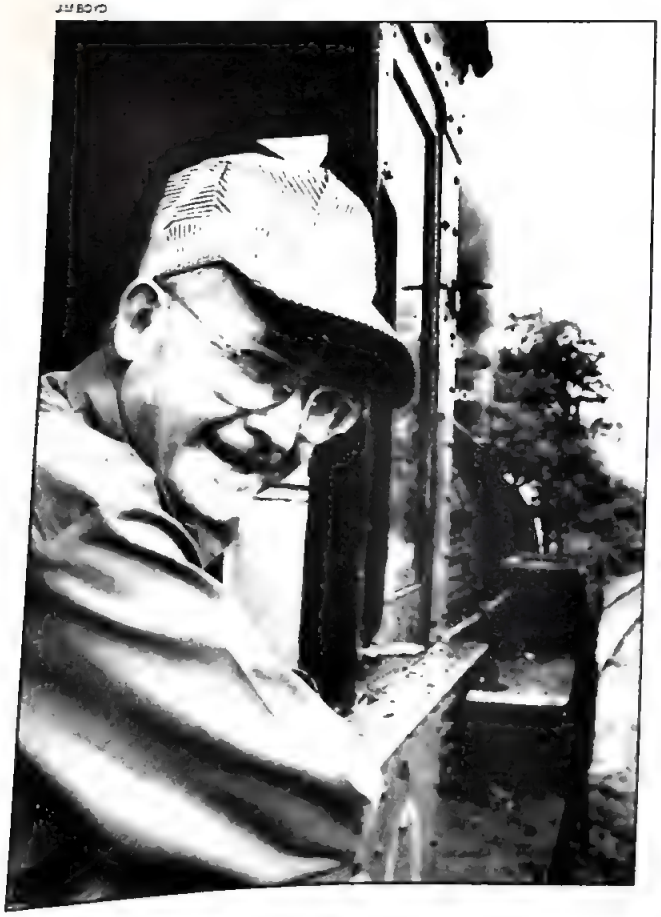
First, 4960 was converted to burn oil. a significant change considering that 4960 spent her entire life burning coal, although the Burlington did have some oil-burning Mikados.

The boiler of 4960 received a great deal of attention as the firebox was in need of heavy work. She received new full side sheets, a new door sheet, a new backhead sheet around the door area, new front corners on the throat sheet and a new combustion chamber. Also added were new front and rear flue sheets. All flues and superheater elements were replaced.

The smokebox is also entirely new, including a new smokebox face and door. The GCRy shops replaced 2400 staybolts, of which 900 were the flexible-type. All staybolts, including flexibles, have been drilled hollow to simplify maintenance. (If the staybolt develops a crack, the drilled hole will either "weep" or gather sediment, something easily seen during a visual inspection.) Most all of the pieces used in 4960's rebuild were machined, fabricated and formed by GCRy's employees at the Williams shops.

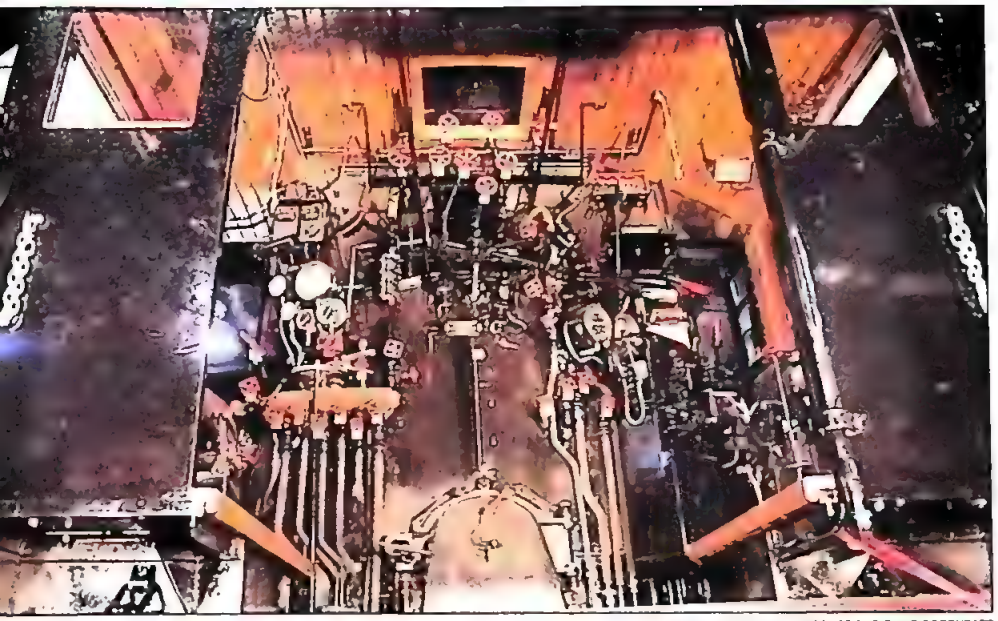
Some of the upgrades to 4960 include replacing the old arch tubes with eight three-inch diameter transverse arch tubes. These run from the lower sidesheets to the middle of the crownsheet and help to promote better circulation and add to heating surface. These new tubes are much more flexible than the old type and should reduce maintenance. With four on each side,

JIM BOYD



KODACHROME: MIKE DEL VECCHIO

QUITE POSSIBLY THE ONLY VIEW that hasn't changed with 4960's overhaul is looking forward from the engineer's cab window. During Labor Day Weekend 1981 engineer L.G. Lowe, **(left)** a 40-year veteran of Clinchfield steam, had Bristol & North Western 4960 rolling downhill near Ready Creek Road in Haskell, Virginia. Fifteen years later engineer Robert Franzen on Grand Canyon 4960 **(above)** is departing Anita after a Railfan Weekend photo runby on October 5th. Interestingly, Robert Franzen was the fireman for L.G. Lowe on B&NW 4960 for the entire summer of 1981.



KODACHROME GOODHEART PRODUCTIONS DAVID GOODHEART

THE CAB OF 4960 is completely modern and lined and trimmed with finished oak planks. In June 1996 the tender-less 2-8-2 gives us a a good view of the cab **(left)** — Bob Villa would be impressed. Engineer Robert Franzen **(below)** is carefully working the throttle and reverser while making a run for the 3.5% grades in Coconino Canyon on October 5th during Railfan Weekend. The lever along the seat is the engineer's injector.

FUJI PROVIA MIKE DEL VECCHIO

CMO Franzen figures an efficiency improvement of 5-to-7%, and he admits that he got the arch tube idea from the ones on N&W Class J 4-8-4 611 and its very modern boiler design. To allow for inspection of these tubes on 4960, new larger inspection plugs have been added to the top of the outer wrapper sheet and to the outside side sheets. These are readily noticed around the firebox.

With an eye for reliability and efficiency, the GCRy added a continuous blowdown system to 4960. This consists of a one-inch diameter tube with several smaller drilled holes that is located at the back of the mud ring. Flow is set by an orifice, and the escaping "blowdown" is piped to the top of the boiler to a centrifugal separator located just ahead of the two generators just ahead of the cab. Some steam is flashed off and goes out the top, while the impurities and water are piped down the backhead and are discharged to the ground keeping heat conductivity and water alkalinity levels within proper limits.

The 4960 operates at 200 lbs. boiler pressure, just as she did on the Burlington, and on paper she's still rated at 58,090 lbs. Tractive Effort. With cylinders that have been bored to slightly over 27" and tires that have been turned a little smaller than the original 64", the tractive effort of today's 4960 should figure closer to 59,000 lbs. The 4960 is a medium-sized Mikado and she retains her Burlington O1a class on the Grand Canyon.

While many will remember 4960 with her Worthington BL feedwater heater on the fireman's side, she now operates with a pair of non-lifting injectors. The outer casing of the big heater had many cracks and was not economical to repair. There was also the added difficulty in obtaining a spare should they have opted to repair it. The new engineer's injector is rated for 4500-to-7500 gallons-per-hour while the fireman's injector is rated for 3500-to-5800 g.p.h. The smaller injector of the two is normally used until the heavier grades are encountered. When the bigger one is started, the fireman's injector used to supplement as needed.

In place of the Worthington feedwater heater is a second cross-compound air pump. Normal practice is to operate with both. The Westinghouse pump governor has been altered by replacing the top portion with a pressure switch and solenoid valve to regulate the operation of the air pumps, much like what is done in a typical diesel locomotive.

Ahead of the air pumps on both sides are extremely large networks of radiator pipes to cool the high pressure air from the pumps before it enters the brake system. Cooling the air condenses the vaporized water and oil from the pump machinery so it can be separated and blown out before it can enter the brake valves and pistons and cause damage. Because the GCRy is at roughly 7000 feet elevation, give or take, a lot of additional radiator pipe is required to achieve the desired cooling. The 4960 air brake system blows down constantly, much like a diesel locomotive.

The headlight is now centered on the smokebox and is a twin sealed-beam. Ditch lights have also been added to comply with federal regulations, but they can be (and are) removed for special occasions. The bell has been moved forward to the top of the smokebox.

Inside the smokebox CMO Franzen went with a star-pattern nozzle for the exhaust, similar to the type used on the Pennsy, most notably in K4 1361. He also went with a petticoat pipe of larger diameter (a Santa Fe design) and a shorter, fatter stack atop the smokebox. The combination of star nozzle, petticoat pipe and fatter stack, CMO Franzen says, was inspired by South American locomotive expert Dante Porta, whom he met during the 614T coal train tests in 1985. The benefit of the nozzle and stack modification is that it reduces cylinder back pressure by 30-to-40% from the original configuration. To the ears, 4960's exhaust has a loud, crisp staccato crack rather than the deeper, less distinct "woof" of its Burlington years. More for cosmetics than anything else, the height of the sand and steam domes were reduced to match the stack and cab, though they are the originals.

It should be obvious by now that CMO Robert Franzen put a great deal of forethought and planning into this project with both longevity and efficiency as goals.

As for the frame and running gear, 4960 now has mechanical lubrication to 54 points. The railroad added an engine oil lubricator for shoes, wedges and the driver hubs, plus the axles on leading and trailing trucks. Prior to

GRAND CANYON RAILWAY KODACHROME, ROBERT FRANZEN

SOUTHBOUND THROUGH COCONINO, the 4960 is smoking it up with a six car train at milepost 55.5. CMO Robert Franzen lensed this view (**left**) of his "Hi-Tech Mike" in regular passenger service on September 27, 1996.

rebuilding, she had none of this. Her original driver tires are still on the engine. The GCRY "turned" them to the correct profile, and CMO Franzen says they have sufficient material for a few more turnings yet. The crankpins and journals were turned. Two new axles were needed. She received a new main Number 3 axle, and the old No.3 axle was turned and used in the No.2 spot. The right cylinder has a new liner and both have new rings.

The shoes and wedges are all new. There are eight new floating box hubs for the drivers with the same being applied to the leading and trailing trucks. The spring rigging was rebuilt with new springs. The pins were case-hardened, and the bushings were through-hardened. The brake rigging was also rebuilt. The No.1 driver now has a flange-oiler actuated by valve motion. The front truck was reworked during break-in to better negotiate the 12-degree curves in Coconino Canyon. Finally, the engine was trammed and the valves were set.

The original 800-watt generator has been replaced with a pair of 1000-watt generators. Should one fail, plugs can be swapped in the cab on the fireman's side to continue operation. The 4960 retains her CB&Q chime whistle. This had been used on 2-8-0 29 for the past several years and is liked by the crews.

Probably the biggest change in the appearance of 4960 is her tender. Before CB&Q fans get too upset, it should be realized that the locomotive could not safely make a trip to the Canyon with her original tender; it was just too small. CMO Robert Franzen chose this Soo Line tender, originally off 4-8-2 4012, from about a half-dozen candidates. It had the size needed, and its shell was in good shape. This big tender now rides on roller bearings and has a Franklin radial buffer between it and the locomotive. Water capacity is 18,000 gallons, and the welded-in oil bunker can hold 3,800 gallons. The GCRy shops also added a sand hopper, filled from the top, that gravity feeds a sandbox in the cab. This makes it much easier for the night hostler.

The 4960 has consumed up to 9,000 gallons of water between Williams and the Canyon with a heavy train and up to 1600 gallons of oil in a day. To compare the efficiency of the much bigger 4960 and the smaller 2-8-0s, the 29 would also use 1600 gallons of fuel on the same trip, and the 18 would use 1450 gallons. And remember that 4960 hauls two-to-three more cars per trip.

A digital temperature unit has been added in the cab on the engineer's side, and it displays the various bearing temperatures from sensors placed around the locomotive. It's programmed to scan every three seconds, and it reads twelve points. It will alarm on both low and high temperatures to alert the enginemen of a problem. This system is much like the ones on Frisco 4-8-2 1522 and SP *Daylight* 4-8-4 4449.

The cab itself is basically new and was patterned from the original. The only original steel used on the cab is most of the roof sheet. A modern 26FNL air brake stand was installed, and the brand new speedometer is driven by one of the tender axles (so it is not confused by a slipping driver, as were the old Pyle speedometers which were driven by a small wheel rolling on the fourth driver — when the drivers would slip, an incorrect speed would be displayed). The original single tube waterglass has been replaced with a pair of reflex glasses, one for each of the engineman.

The fireman has a pyrometer that moniters the superheater temperature — it normally reads between 600 and 700 degrees. (During the coal train tests in 1985 with C&O 4-8-4 614T, a similar pyrometer measured superheated steam up around 800-degrees, which came close to exceeding the break-down point of the lubricants).

The fireman also has gauges for blower, atomizer, steam heat and boiler pressure. A small manifold in front of the fireman has valves for blower, atomizer, the various oil and tank heaters and a connection for air or house steam. The damper is regulated by a large lever located just alongside the seat. Controls for the fireman's injector are located directly in front of the seatbox.

The engineer also has a boiler pressure gauge, a back pressure / cylinder pressure gauge as well as an Ashcroft Quadroplex gauge for the main air brake reservoir, equalizing reservoir, brake pipe and brake cylinder. Also

added to GCRy steam locomotives is a mountain valve which allows the driver brakes to be cut out on grades. The brakes on the tender can still be used in figuring tons per operative brake.

When all of the mechanical work was completed, 4960 and her new tender received coats of Dupont's durable Imron paint. The cab floor, sides, back wall and ceiling have been lined with oak planks — the varnished wood makes the cab lining seem more like a business car. The results are stunning.

This locomotive appears to be a fine match to the GCRy profile as her added weight, additional power and bigger drivers should equate to reduced wear, greater tonnage and a much easier time getting over the road.

4960 on the road

I'm a guest today, a typical midweek day, on board 4960, and the following was the day's activities.

The morning crew backs her from the enginehouse at around 06:45 to the coach yard to pick up today's train Then 4960 backs the five-car train across Grand Canyon Boulevard to the Williams station. The road crew relieves the morning crew, and the engineer starts the walk-around inspection around 08:50. In the cab, the fireman at the same time "blows down" the water column, and both glasses and tries both injectors. The water and fuel are checked and the initial terminal air brake test is done. Ice from the gift shop is brought on board for the cooler. The whistle is blown at 09:25 to alert any stray passengers, and at 09:30 we whistle off and are moving on time. A running air test is made by the car shops and the boiler is blown down near the South Wye Switch. Passing the shops, we soon pass under the Santa Fe main line, which can host 90 trains on some days. After leaving yard limits at 09:39, the flues are sanded for the first of several times. The engine crews try to sand on every good hill, twice on the long Apex Grade. We cross Pronghorn Road at 09:45 and handle the short 3% grade easily with our five cars. By 09:53 we are by Red Lake (milepost 9) where pacing motorcaders on Arizona 64 are enjoying the view. By milepost 11.9, we are past a 25 m.p.h. speed restriction and are good for the maximum track speed of 40. Our engineer today, Richard Ferguson, and Charles Harris, the fireman, both communicate to each other constantly regarding any change in throttle position and any livestock or wildlife near the right of way. The Mike rides pretty well on the 90-pound rail. She has a little bit more lateral movement than Consolidations 18 or 29, but not near as much bounce.

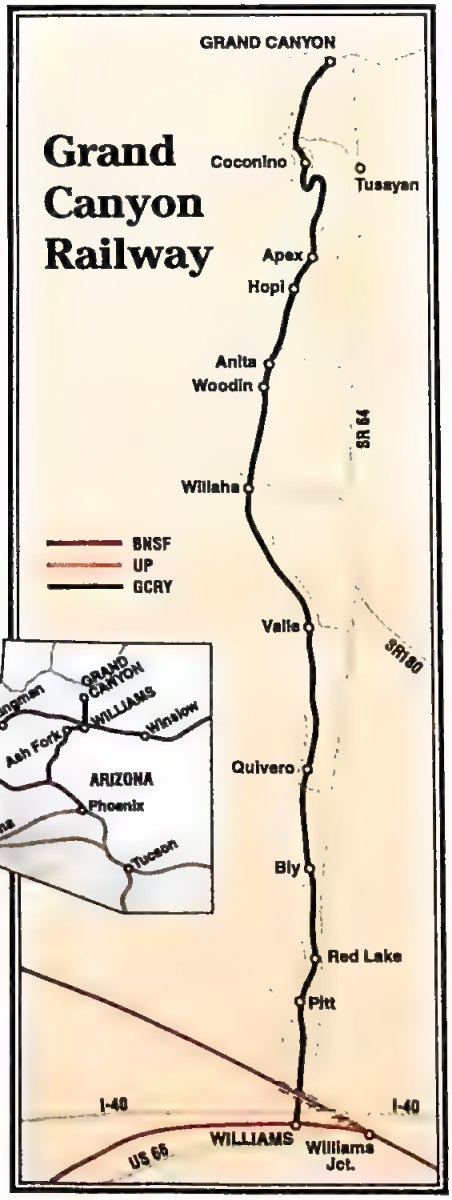
She also shows a willingness to really generate steam. Flues are sanded again at milepost 18, and we are past Quivero crossing a couple minutes later with the steam temperature up to 600 degrees. We pass by Valle, home of the large Bar Hart Ranch at 10:24. The owners here both remember the Santa Fe steam that passed by their place. This middle portion of the line has some fair sections of tangent, and the grades are moderate, being heaviest at each end of the line. We slow to 25 for the speed restriction through Miller Wash, blow down again and encounter the lowest point on the railroad at milepost 36. Past here we are allowed 40 again, and with its five cars, 4960 accelerates easily up the short hill. We are by Willaha at 10:39. We pass Anita and its deserted cattle pens (milepost 44.9) at 10:50 and encounter the longest sustained grade on the line. To the north there are about eight miles of 3% climbing that can really tax a heavy train. Our five cars today would be a normal consist for engine 18, but 4960 seems to like this. The steam temperature edges up as the engine is fired harder. With a very heavy train, this has reached as high as 720 degrees. We get by the curve at milepost 48; if you can make it past here, crews say you'll make the Canyon okay. We're by Apex at 11:07, shut off the throttle, drifting at 30 m.p.h. until milepost 53.6 in Coconino Canyon where we have a 20 m.p.h. speed restriction. Easing through the reverse curves here allows passengers to easily see both the front and rear of our train. We're by Coconino at 11:21, and the throttle is opened some. When we pass Tooker Cut just shy of milepost 58, the 4960 begins to speak louder, working steam the rest of the way. Just past the Coconino crossing near milepost 59 we see a coyote on the engineer's side of the track as it trots into the forest. There are a few more crossings that the engineer blows for as 4960 works up the grade. We reach yard limits at 11:42, slow to 10 m.p.h. and arrive at Grand Canyon. It's 11:48, and the newest operating steam locomotive in America has another trip under her belt. She'll depart for Williams at 15:15, giving passengers a chance to get a look at one of the world's greatest natural wonders.

Anybody with an appreciation for big steam owes it to themselves to visit Arizona and ride the Grand Canyon Railway. I would suggest riding the train the first day of any visit, which should give one a better idea of the line and its better photo locations and sun angles. Do take lots of water when you venture away from the highway and respect private property. When staying in Williams, be sure to consider the railroad's own Fray Marcos Hotel located adjacent to the station.

CMO Robert Franzen and all of the GCRy shop people have completed a huge undertaking with the rebuilding of 4960. It's a magnificent locomotive running on a world-class railroad — I consider this to be the best standard gauge steam show in the West, as the GCRy puts more miles on its steam locomotives each year than any railroad in the country. In only two-and-a-half-months of service, 4960 has run about 7000 miles. Her stablemates 18 and 29 have over 140,000 and 75,000 miles, respectively, since their 1989 and 1991 returns to service.

During 4960's Burlington days, *Trains* Magazine editor David P. Morgan had proclaimed her as "the great teacher" for the many times she hauled school children. Considering all the modern engineering that went into 4960 in the name of maintenance and efficiency, she'll inspire future steam railroads wanting to do long term modern overhauls on locomotives in daily service.

Franzen's 4960 is still a teacher.



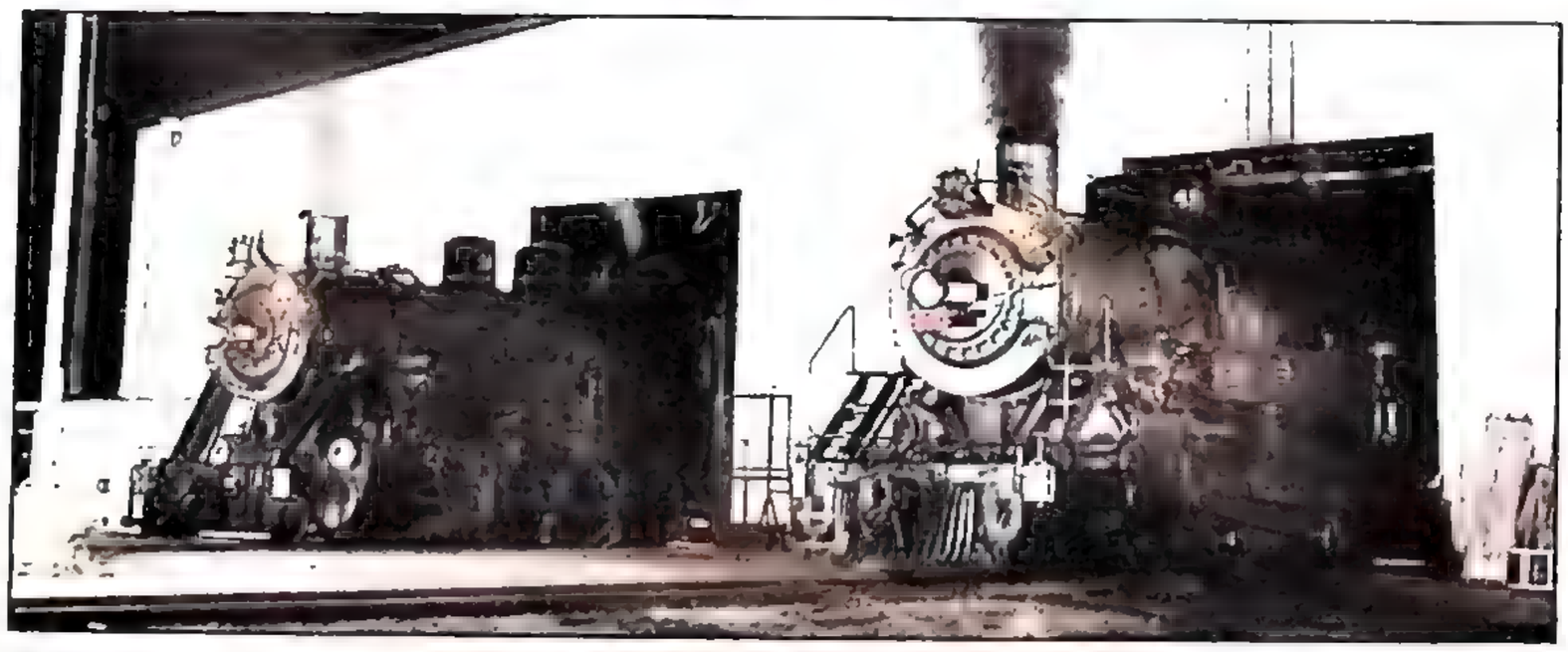
4960's Grand Debut

PHOTOGRAPHY MIKE DEL VECCHIO / ADDITIONAL LUMEDYNE NIGHT LIGHTING JOE CALISI

THE GRAND CANYON CHAPTER NRHS hosted an appropriate and formal debut of Grand Canyon Railway's 2-8-2 4960 over the October 5-6 weekend of 1996. The event actually started on Friday evening with a well-attended banquet at Kitty's in Williams.

Saturday morning found the 4960 hot and ready to go as it steamed from the shops to Williams depot, roughly a half mile, to begin boarding passengers. The 4960's ditch lights had been removed for the special weekend.

Arriving slightly late but enough on cue for photography, the *American Orient Express* luxury train was to run ahead of us to the Canyon. As the *AOE* backed past Williams depot to enter the GCRy (**opposite top**), the true Q fans in the crowd



couldn't believe that a diesel could be uglier than their beloved but homely 4960 of the 1960s!

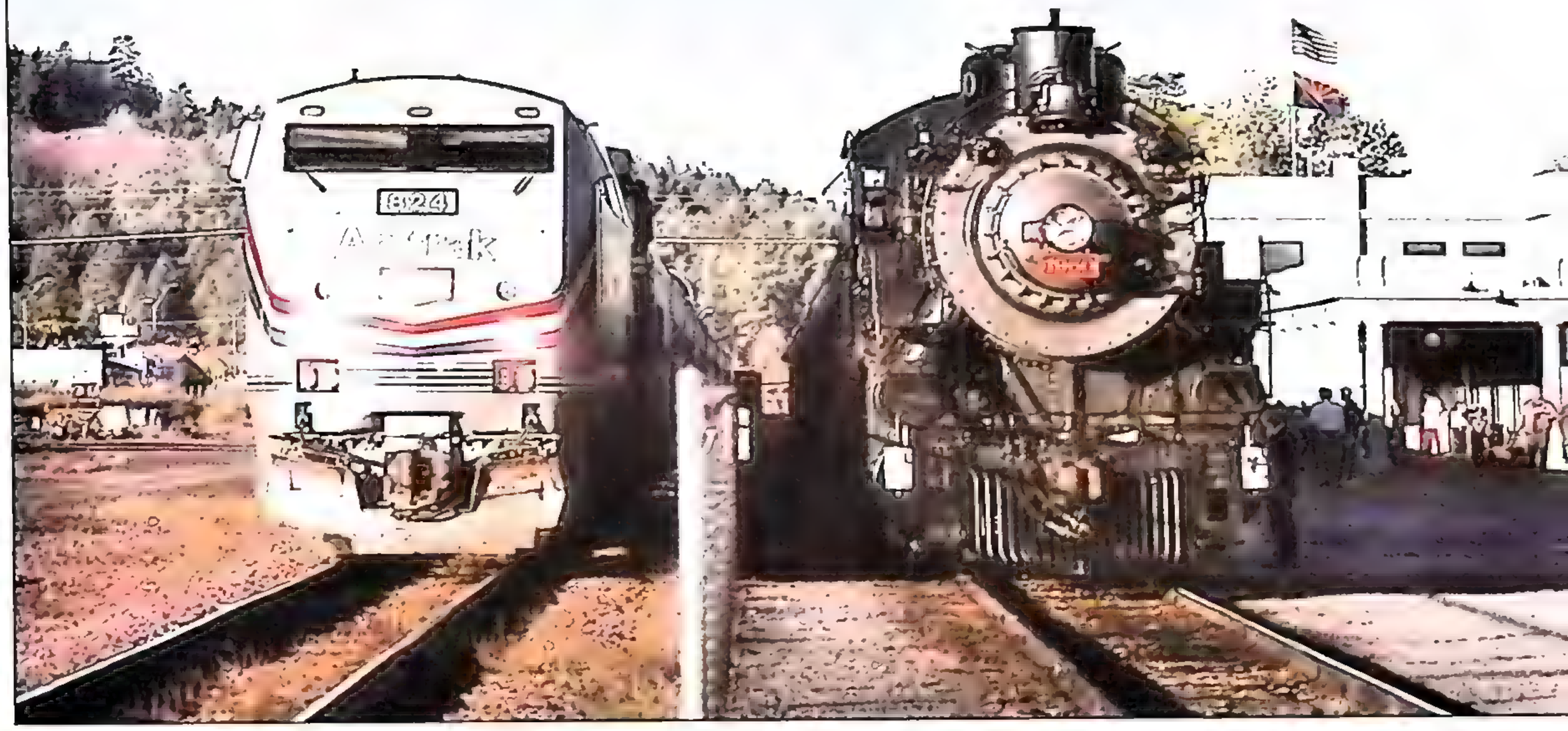
Once loaded, the NRHS special moved to the first siding, and the photographers were permitted off the train (**opposite center**) to shoot the passing *AOE*. After five separate photo stops northbound, 4960 posed (**right**) with the regular GCRy train at Grand Canyon station — the famous El Tovar hotel up and to the left of the train is actually on the south rim of the Canyon.

The 4960's photo train departed the Canyon first. A few miles south and deep within Coconino Canyon, 4960 (**left**) performed a terrific runby among the pines. The special continued to a siding at Willaha where the diesel train would overtake us.

The real crowd pleaser, though the sun had already set, was a surprise doubleheader with 2-8-0 No.18 leading the 4960. Four runbys in the dusk light garnered an enthusiastic applause from the crowd — perhaps the participants appreciated the spectacle of a doubleheader a little more by not having to watch it through a viewfinder!

After the doubleheader and dinner, about 60 photographers participated in the Chapter's first night photo session. Five set-ups were posed,

by MIKE DEL VECCHIO



including 4960 and a volcanic plume on the short wooden trestle (**opposite top**) near the shops. The 4960 and the 18 paused (**opposite center**) before being put away for the night.

Railfan Weekend wrapped up on Sunday with a shop tour and 4960 posed in position to be photographed with the northbound regular train. Then CMO Robert Franzen moved 4960 and a short passenger train a short distance to the BNSF overpass so participants could photograph various over-and-under angles (**cover**).

The Grand Canyon Chapter NRHS people worked hard to present their very first Railfan Weekend, and the GCRy employees couldn't have been more hospitable. The Grand Canyon Railway is a world class operation and possibly the best regular steam show in the West. Plan a visit to see and hear the new 4960.

Genesee Country Alcos

The expanding Livonia, Avon & Lakeville

by Pete Swanson

PHOTOGRAPHY: PETE SWANSON UNLESS NOTED

IN THE HILLS of the Finger Lakes Region of western New York State is a classic American short line which recently expanded northward to the southern suburbs of Rochester. The Livonia, Avon & Lakeville began as a tourist operation with trackage spun off by the Erie Lackawanna in 1964. Today the LA&L is an up-to-date freight hauler that rosters well-maintained Alco power.

The Genesee Valley Region south of Rochester is rich in railroad history, and the LA&L provides a contrast between that history and modern railroading. Add a bit of scenery, and today's LA&L definately has the right railfan appeal.

The history

In 1853 rails were first laid north of Corning, N.Y., to reach Rochester and Buffalo. The six-foot gauge Buffalo, Corning & New York and the Rochester & Genesee Valley, as well as the standard gauge Avon, Genesee & Mount Morris, were all incorporated during the mid-1850s. These railroad lines formed a geographical "X" converging in the town of Avon, 20 miles south of Rochester. The New York, Lake Erie & Western took over these lines in 1861, and in 1895 the NYLE&W became the Erie Railroad.

Conesus Lake is the western-most of New York State's "Finger Lakes," and the Conesus Lake Railroad, a 1.6-mile spur to connect with the boat lines on Conesus Lake, was chartered and opened in 1882 between Trews and Lakeville. Trews, later known as Conesus Lake Junction, was where this line joined the NYLE&W; it was between Avon and Livonia at Milepost 359 — the mileage to Jersey City, N.J. The NYLE&W acquired this line, and it later became part of the Erie.

In 1889 the Erie converted from six-foot to standard gauge, and in 1907 the Rochester-Avon-Mount Morris segment was electrified for suburban passenger service. This was significant, since it was one of the first railroad branch line electrifications within the United States. This electric service ended in 1934, and the line from Avon to Mount Morris was abandoned in 1940. In 1941 passenger service was discontinued on most of the Rochester Division branches with the exception of a mixed train between Avon and Corning, which lasted throughout the rest of the 1940s. In October of 1956 the Erie abandoned the line from Livonia southward to Wayland, N.Y. On October 17, 1960, the Erie merged with the DL&W, and the resulting Erie Lackawanna operated the remaining Rochester Division branches as usual into the mid-1960s.

Creation of the LA&L

By the spring of 1964 the 13 miles of EL / Erie trackage between Avon and Livonia, including the Lakeville spur, were generating less than 150 cars of freight per year, and the EL had decided to abandon. The local businessmen and citizens of Livonia and other nearby communities banded together to save these branch lines to retain the freight service in order to preserve the local

economy. Summer passenger railfan excursions were also envisioned as negotiations toward purchasing the line went forward. Enough money was raised to purchase the trackage, and a stock subscription campaign was launched with stock sold at $10.00 a share. The brand new Livonia, Avon & Lakeville Railroad was incorporated on May 15, 1964, and after approval from the Interstate Commerce Commision and the Public Utilities Commission, trains operated the following year.

Livonia, Avon & Lakeville's first locomotive arrived on the property in September of 1964. The small GE 45-tonner bought from Groveton Paper Company in New Hampshire arrived in Livonia in bright yellow paint and was numbered "97." The 45-tonner's 300 horsepower couldn't pull much up the line's grades, which average .87%. When the 1965 operating season began, little 97 was replaced with a rented 44-tonner from the Vermont Railway. The LA&L eventually purchased the 44-ton No.10. Also purchased in 1965 was Baldwin 2-8-2 No.17, originally Savannah & Atlanta 504, brought in from Dundon, West Virginia, after the Buffalo Creek & Gauley Railroad shut down.

GE 44-tonner No.10 began LA&L's passenger excursions on May 9, 1965, while the 17 was being overhauled. By the summer of 1965, the 17 was pulling steam passenger trains between Livonia and Avon while the 44-tonner held down the freight operations. Little 97 was sold to Rochester Gas & Electric in Rochester. Passenger operations and general offices were set up in the old ex-Erie depot in Livonia, and a small locomotive servicing area and enginehouse were put in Lakeville. The passenger business grew each summer season, and the trips became a popular attraction on a very scenic line.

The steam tourist era

The Rochester area and the local Conesus Lake resort area kept the tourists coming. A typical passenger operating day saw the steamer fired up in Lakeville and then moved up to Conesus Lake Junction to run light to Livonia. Passengers boarding the first train out of Livonia saw the arrival of the engine and the coupling-up to the passenger consist. The LA&L had purchased some ex-Erie Stillwell coaches and one ex-DL&W "Boonton Line" combine. The passenger fleet even included a couple of ex-NYC stainless steel coaches. The excursions ran the length of the railroad to Avon and return but excluded the Lakeville spur. Leaving Livonia northbound, the train crossed through farm fields and quaint meadows and then curved westward on a long fill passing through South Lima. Soon after South Lima, the tracks ducked under the old Bronson Hill Road overpass, complete with telltales, and then continued on to Conesus Lake Junction. After the junction, the train crossed a steel bridge over Route 15 and then entered the narrow valley of Triphammer Creek, the outlet from Conesus Lake to the Genesee River. (Today the twin Route 390 bridges cross over the LA&L just west of the Route 15 bridge.) The train then crossed another small bridge over Pole Bridge Road and then passed Bullhead Pond before the tracks turned northward again. During the LA&L's excur-

LIVONIA, AVON & LAKEVILLE through the years has remained an all Alco railroad, and it runs through some of the prettiest countryside in the East. Alco C425 No.425 **(left)** is southbound on October 14, 1993, in Avon, N.Y., between Bullhead Pond and Pole Bridge Road. On February 26, 1996, LA&L's C420 No.420 teamed up with the 425 and are northbound **(below)** at Pole Bridge Road. The LA&L generally runs one train per day.

sion years this pond was a local swimmin' hole which occasionally featured nude bathers. It was said that the passenger cars would drastically lean toward the pond as passengers moved over to the windows to gawk! After the pond the train traveled north into Avon where the locomotive would run around the train for the return.

When LA&L's 2-8-2 No.17 began experiencing mechanical difficulties, another steamer was purchased in 1968. Former-Huntington & Broad Top Mountain Railroad 2-8-0 38 was purchased from Rail City, a now-defunct railroad museum which was located at Sandy Creek, N.Y. Number 38 became the main passenger locomotive and, sadly, the 17 was sold to a private individual and was scrapped in Lakeville in 1970. The tenders had been swapped, however, the 38 ran with the larger (ex-PRR) tender off the 17.

By the early 1970s the LA&L operated Saturdays, Sundays and holidays, Memorial Day through early November, with two round trips each day. The LA&L also ran steam or diesel mixed trains during the week. There were also many occasions when old 38 would be used for weekday freight operations when 44-tonner No.10 was down for repairs or heavy mixed train patronage dictated the use of steam. Number 38 pulled passengers and freight from 1968 to 1975. Following the 1975 excursion season, the 38 was removed from service due to extensive boiler repairs needed.

A former Lake Erie, Franklin & Clarion Alco RS1 No.20, bought in 1972, as well as 44-ton No.10, took over the passenger trains for the 1976 and 1977 seasons. Due to an industry-wide increase in insurance costs, passenger excursions were discontinued after the 1977 season. Steam locomotive 38 and most of the passenger equipment were sold to Sloan Cornell's Gettysburg Railroad in 1977, and the 2-8-0 is now on the property of Cornell's Knox, Kane & Kinzua Railroad in Marienville, Pennsylvania. LA&L's Lackawanna combine 425 was sold to private individuals and today it's restored and in use at the Mid-Continent Railway Museum in North Freedom, Wisconsin.

Emphasis on freight

Freight traffic on the LA&L was on the increase during the late 1960s and early 1970s. Business in Livonia was mostly grain traffic to a local grain mill and a lot of other miscellaneous customers, but all freight service ended out of Livonia by 1981 with the remaining business handled via a new team track constructed at Lakeville. The tracks from Bronson Hill Road to Livonia were abandoned in 1981, and the LA&L's general offices had already been moved out of the Livonia depot and into Lakeville's shop building in 1978. Today the Livonia depot still stands, occupied by a new restaurant. While the Livonia end of the railroad withered, the Lakeville end flourished. Lakeville had some inbound grain and lumber traffic in town and a foundry located half-way up the Lakeville branch. Progressive Foundries received inbound pig iron and loads of sand until the foundry closed in 1983. In 1971 Western New York Sugar & Syrup Corporation began operations at a new plant built in Lakeville. They provided a strong traffic base for the LA&L and the reason for the purchase of RS1 No.20 in 1972.

In 1978 the LA&L sold 44-tonner No.10 to Cargill in Toledo, Ohio, and then purchased Alco S2 No.72 from the South Buffalo Railroad. That same year the enginehouse was expanded to

LA&L all-time locomotive roster

LA&L	model	builder	source (current units in bold)
10	44-tonner	General Electric	Vermont Railway
17	2-8-2	Baldwin	Savanah & Atlanta 504, BC&G 17
38	2-8-0	Baldwin	Huntington & Broad Top Mountain
20	**RS1**	**Alco**	**LEF&C**
72	**S2**	**Alco**	**South Buffalo**
97	45-tonner	General Electric	Groveton Paper Corporation
420	**C420**	**Alco**	**Long Island 200**
421-424	**C424M**	**Alco**	**Guilford 450, 451, 452 and 454 EL 2401, RDG 5206, EL 2407 and RDG 5207, respectively. (Renumberings not yet firm)**
425	**C425**	**Alco**	**New Haven 2557**

accommodate both Alcos. In 1981 the LA&L purchased from Conrail an ex-New Haven Alco C425 from the Altoona, Pa., dead line. The Alco's New Haven number was 2557, renumbered by Penn Central to 2457 and then 5086 under Conrail. The unit is the last remaining Alco C425 of the original order of ten purchased by the New Haven in 1965. It was renumbered "425" on the LA&L to match its builder classification.

During September 1996, the LA&L closed a deal to purchased the four operable of a total of six (70-75) former Guilford Transportation C424M's. These distinctive units were bought used by the D&H in 1980 and were rebuilt by GE at Hornell, N.Y. Guilford (Maine Central) 450, 451, 452 and 454 will get LA&L numbers 421-424, through the sequence won't be final until the numbers are applied. The new C424M's have an interesting history: The 450 and 452 were built for the Erie Lackawanna as 2401 and 2407, respectively. The 2401 was the first diesel locomotive purchased by the EL. The 451 and 454 are former Reading 5206 and 5207, respectively.

By the 1980s the LA&L had been transformed from a quaint steam excursion line into one of western New York's most attractive all-Alco diesel short lines. The LA&L's paint scheme of black with yellow stripes and trim is definitely Nickel Plate-inspired, but it was LEF&C No.20's paint job and lettering style that the LA&L adopted for all future locomotives (actually, when no paint scheme was specified, Alco delivered its units in this livery).

Now with "big" power, the LA&L was ready to handle the increased traffic of

ITS THE SMOKE that Alco fans look for, and the 425 is doing its share (**opposite**) on a very cold December 8, 1994, at Avon while heading south. Before the arrival of the Guilford C424M's in 1996, LA&L's RS1 No.20 would often see freight service. Witness these 1994 views of 20 and the 425 Avon-bound passing under Route 390 (**above**) on October 3rd and out in front of the Avon shops on August 29th. The RS1 came from the Lake Erie, Franklin & Clarion in Alco's basic black switcher livery — LA&L liked it and has painted all subsequent units to match. The LA&L bought the 539-powered RS1 in 1972, and it remains one of the road's favorites.

the 1980s. In December 1981 Archer-Daniels-Midland of Decatur, Illinois, bought out Western New York Sugar & Syrup. In 1983 a second syrup company, Sweeteners Plus Inc., was started in Lakeville on the site of the former Progressive Foundries. With growing inbound sugar and corn syrup to two syrup mixing plants, a five-track yard was constructed during the mid-1980s in Lakeville just north of the two syrup plants. Inbound fertilizer and an occasional carload of lumber, in addition to the sugar and syrup traffic, rounded out LA&L's freight business in the 1980s.

Operations during the 1980s and early 1990s usually consisted of two round trips each week to Avon to meet with Conrail's local WARD-16. Extra trips were sometimes made to Avon to drop off empties to be picked up later by Conrail. Train lengths never exceeded 25 or 30 loads southbound because of the grades and sharp curves. The grade southbound out of Avon and the curves along Triphammer Creek has kept train speeds no higher than 25 m.p.h. When not operating to Avon, one of the two switchers is kept busy switching the syrup plants and the yard in Lakeville.

On Saturdays during the warmer

months, S2 No.72 has been the usual work train power. The MofW crew travels the line to perform routine track maintenance, which includes tie replacement and resurfacing. This weekend work has kept the line in reasonably good condition, and over the past few years a complete fleet of modern track equipment has been acquired to keep up with the trackwork. While the Conrail interchange was still at Avon there was always plenty of action when Conrail and LA&L trains met. The Avon to Attica segment of the old EL was ripped out after Conrail was formed, and the wye and much yard trackage were removed by the mid-1980s. With minimal trackage remaining and two trains of 30-plus cars swapping their consists, Avon would look like a bustling railroad town. Conrail also had to switch Kraft General Foods (formerly the Birdseye General Foods plant), King Cole Bean and AgNetwork — all located off a half-mile remnant of the old line to Mount Morris.

Another reminder of the Mount Morris line is the abandoned stone-arch bridge at Ashantee on the southern fringe of Avon. This bridge is now Avon's "Five Arch Bridge" park. Another attraction in Avon is the 1876-built former-Erie depot. This picturesque structure is privately owned and houses a contractor's office and a garden store. It makes an excellent subject for photography.

In June of 1990 the LA&L opened its new office and shop complex located adjacent to the yard and just north of Sweeteners Plus. The new shop and offices share the same driveway with Sweeteners Plus, and LA&L's address is 5769 Sweeteners Boulevard, which is off Route 15. The old (1978) shop building in downtown Lakeville was kept to house track equipment. The early 1990s saw some new customers locate in Lakeville, and the traffic has increased somewhat for the existing customers. A slew of small companies now utilize the outer track in the yard for transloading. The unused stub of the old Livonia main, which ends at Bronson Hill Road, was rehabilitated and reopened for a new customer, AgNetwork, which located a sizable agricultural transfer facility here in 1994. Total carloads handled by the LA&L in 1995 were 2,295 — a 60% increase over 1992 figures and more than 15 times the traffic during Erie Lackawanna days.

To help handle this increase, the LA&L acquired Alco high-nose C420 No.200 from the Delaware Coast Line Railroad in June 1995. This C420 was originally a Long Island unit which also served the Virginia & Maryland and the Eastern Shore Railroad. It was repainted in early 1996 and renumbered to "420," matching its builder classification as does the 425.

Expanding to Rochester

The LA&L closed on the acquisition of the Conrail "Rochester South Cluster" on Friday, March 29, 1996, and transition of operations from Conrail to the LA&L occurred at 12:01 a.m. on April 12, 1996. The first revenue train operated over the new line on April 15th, and a new chapter in LA&L's history began. The Surface Transportation Board (the new federal successor to the Interstate Commerce Commission) issued an exemption to the LA&L to acquire and operate this trackage. This was the first such action under the new "Surf Board."

The "Rochester South Cluster" consists of four segments of ex-Erie, Lehigh Valley and NYC trackage. The main link between Avon and the new Conrail interchange at Genesee Junction Yard in Chili, N.Y., is the 13.8-mile Mortimer Secondary, which is the ex-Erie from Avon to Mortimer Junction. At Mortimer a connection swings the tracks over to the 3.1-mile Rochester Industrial Track which is the last remnant of the Lehigh Valley's Rochester Branch. This branch extends southeast as far as Lehigh Station Road in Henrietta. Back at Mortimer, the LV track crosses Jefferson Road, turns in a westerly direction and becomes the parallel ex-NYC track running 1.6 miles alongside Conrail's West Shore Branch, thus entering Genesee Junction Yard. The fourth segment acquired is the half-mile Avon Industrial Track in Avon, which is the remnant of the Erie's line to Mount Morris mentioned earlier.

Six new customers were acquired in this line sale. Matthews & Fields Lumber and High Point Mills are located at the end of the Lehigh Valley at Lehigh Station Road in Henrietta. Genesee Reserve Supply, a lumber wholesaler, has its switch off the ex-NYC track adjacent to the Conrail "West Shore" main. The other new customers are Kraft General Foods, AgNetwork and King Cole Bean — all located on the Avon Industrial Track in Avon. Future plans are to develop more business in the Henrietta and Mortimer areas.

LA&L geography

Railfanning the LA&L is fairly easy with track speed at 25 m.p.h. between Lakeville and Avon. Between Avon and Mortimer track speed is only 10 m.p.h., but an extensive track rehab program should have speeds up to 25 m.p.h. in the near future. The use of the DeLorme New York State Atlas & Gazetteer is very helpful for following the back roads between Lakeville and Avon as the line is quite hidden in spots. North of Avon the line is less scenic but much easier to chase. East River Road between Avon and Henrietta is a north / south road which parallels the Mortimer line fairly well. East / west roads which bisect East River Road will lead you to the line easily. At Golah the old New York Central's "Peanut Line" once crossed the Erie at grade. This portion of NYC trackage was abandoned in 1939. At Golah the

EXPANSION IS THE THEME for the LA&L in 1996, as they began operating 19 miles of track and bought four Alco C424M's. The quartet (**left**) showed up during October. On the new line, LA&L 425 and 420 are crossing East River Road in Henrietta on May 6, 1996. The Oatka depot on Route 251 in Rush, N.Y., is home to the Rochester & Genesee Valley Railroad Museum. Where Conrail local WARD-16 rolled (**right**) on October 17, 1994, LA&L Alcos pass today (**below**).

LA&L's ex-Erie line crosses Honeoye Creek on a plate girder bridge. There is little evidence of the old NYC, but the Honeoye Creek bridge shot is worth a stop at Golah.

Golah Road connects with East River Road south of West Rush. Just north of Golah the Lehigh Valley's main line crossed over the Erie line, and the bridge still exists although the LV was ripped up through here right after the formation of Conrail. North of Golah and north of the LV right-of-way is the Oatka Depot, home of the Rochester & Genesee Valley Railroad Museum operated by the Rochester Chapter NRHS. The museum's focal point is the ex-Erie depot at the Route 251 crossing of the Mortimer Line at Industry, located within the township of Rush. A good collection of rail equipment and diesel locomotives operate here, including LA&L's first engine: 45-tonner 97. It was sold to the NRHS by Rochester Gas & Electric and was renumbered to "1941" — its birth year. A two-mile-long rail line is operated between this museum at Oatka and the New York Museum of Transportation situated off East River Road in Rush.

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KING COAL GOES INTERMODAL

Norfolk Southern's Innovative COLTainer System

by Ronald G. Mele

PHOTOGRAPHY BY DAVID HURT

"NECESSITY is the mother of invention." Perhaps this old saying must have been on the minds of officials from Norfolk Southern, Alabama Power and the Pittsburg & Midway Mining Company's North River Mine No.1 in Berry, Alabama, when faced with changing markets and stricter environmental regulations surrounding the burning of high sulfur coal in utility boilers. With many utilities switching to low sulfur coal, mines like North River that produce mostly medium- to high-sulfur coal are struggling to maintain their market share. Likewise Norfolk Southern, which serves dozens of mines like North River, has a vested interest in keeping coal transportation costs as low as possible as a benefit to its mining and utility customers.

When the Pittsburg & Midway Mining Company was awarded a contract to supply coal to Alabama Power's Plant Gorgas (located about 37 miles from Berry), it had two transportation options: utilize 150 trucks daily over lengthy two-lane state and county roads or seek a short-haul rail alternative. Norfolk Southern's branch line between Parrish, Alabama, and Columbus, Mississippi, serves the New River Mine. The problem was the eight miles between Parrish and Gorgas. The latter was once service by a Southern Railway branch. However, that line has been long abandoned and rehabilitation was deemed too costly. Norfolk Southern's desire to retain a good customer, coupled with community concerns about keeping lots of heavy coal truck traffic off local streets and highways, led to the development of the intermodal COLTainer concept.

A SINGLE SD70 is the normal road power on Norfolk Southern's innovative COLTainer unit coal trains that operate daily between Parrish and Berry, Alabama. The action generally starts in the morning at the mine where the cars are loaded. On November 8, 1995, SD70 2529 was doing the honors. Out on the road, the 2540 with its Radial truck design was rolling (but not squealing) around the sweeping curve in Stanford Hollow **(opposite above)** on November 21, 1995, with a loaded train. On March 4, 1996, SD70 2502 **(opposite bottom)** was crossing the short wooden trestle west of Oakman with an empty train. The COLTainer system has the flexibility to be used with a variety of dry commodities.

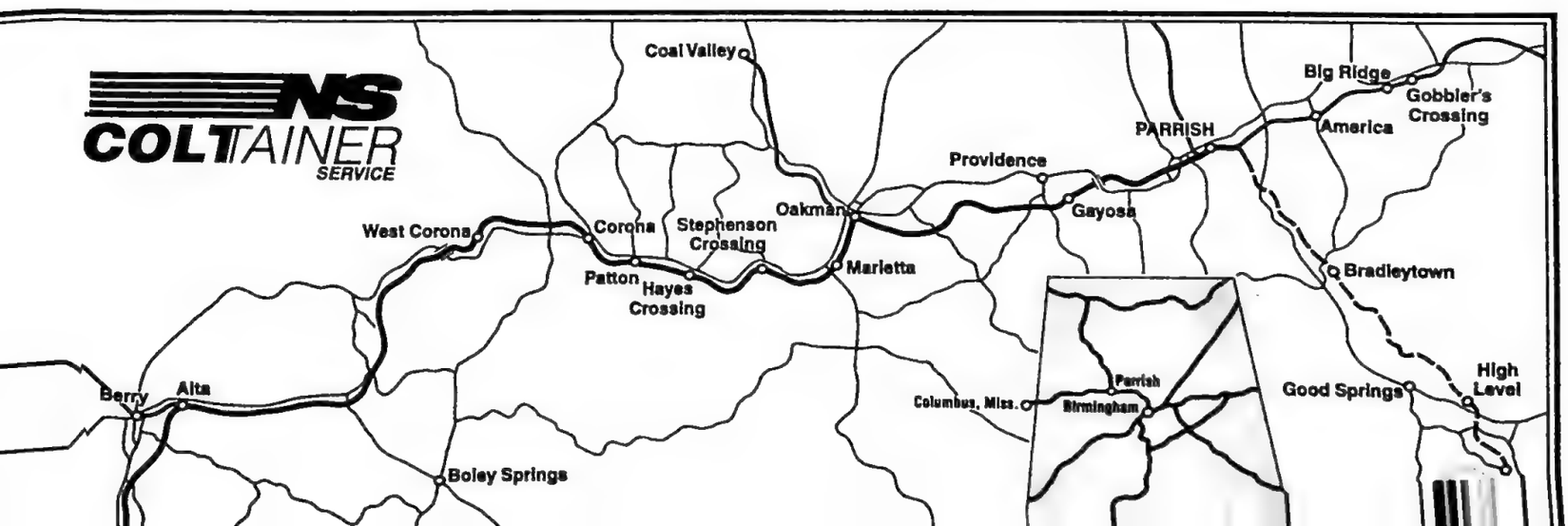
How the system works

The COLTainer uses the standard intermodal concept of a container on flatcar transferred to a flatbed rubber-tired highway vehicle. Three or four open-top containers, each with a capacity of 24 tons (about one-fourth the tonnage of the today's typical open-top hopper or heavy gondola) are carried on 60-foot TTX and 89-foot NS flat cars. The transfer to trucks takes place in Parrish.

The loading and unloading are done in a cycle. A train, operated by a three-member crew, is usually powered by a single SD70 hauling between 80 and 96 containers, and it's loaded at the New River Mine tipple on a loop track located adjacent to the mine. If tonnage warrants additional power a pair of GP38-2s based in Parrish will be added. The loading sequence takes about 90 minutes to complete. From Berry, the train proceeds about 30 miles eastward over continuous welded rail to the two-track intermodal transfer facility in Parrish where sideloader machines take the loaded containers and transfer them to flatbed trucks that are equipped with a specially designed hydraulic lift.

Each truck carries one container to Plant Gorgas, located about eight miles southeast of Parrish on Alabama Route 269. Once the truck has dumped its load, it heads back to Parrish to pick up another COLTainer.

The sideloader then places the empty container back on the flatcar as the train is readied for another trip to the mine. Typically, the train makes two round trips each day, five days a week.



Future applications

In operation since early 1995, the COLTainer system has been viewed as a success by Alabama Power, Pittsburg & Midway and Norfolk Southern. For Alabama Power, they were able to secure a good supply of coal for a reasonable price. For P&M's North River Mine, COLTainer will allow the facility to remain in operation through 1999. As for NS, they now have a transportation technology with very broad marketing applications.

Driven by Clean Air Act regulations, many utilities are now switching, in whole or in part, to low-sulfur western coal. With fewer public utilities able to burn "dirty" coal, Appalachian mines producing medium-sulfur bituminous might have a new lease on life with the price advantages gained by using the COLTainer system. There are many examples in the Southeast and Mid-Atlantic states where power plants located within 100 miles of a coal mine might use this new technology. Norfolk Southern, as the prime hauler of Appalachian coal, is investigating these and other uses for COLTainer.

The system can be applied to uses beyond the utilities. For example, industrial coal users who burn small amounts of coal and rely solely on truck transportation might be able to utilize COLTainer for their needs. Users of other dry bulk commodities such as stone, coke, iron ore or slag may also consider COLTainer as a cost-effective option.

Running northward, the train enters the line to Parrish at a place called Alta. A county road parallels the railroad and links with Rt.18 west of Corona. With a speed limit of 30 m.p.h. and an eastbound train highlighted by the morning sun, any number of photos can be worked in. The railroad runs along Rt.18 all the way to Oakman. Before arriving at Corona, NS crosses Rt.18 on a high trestle providing another excellent photo opportunity.

At Oakman, take County Road 20 east toward Parrish. The railroad runs south of the highway and is generally not accessible until you are east of the town of Providence. From there almost to Parrish, NS runs just north of the road but usually on a higher grade. An overhead highway between Providence and Parrish offers a good view looking down on the train in both directions. Many spots eastward toward Parrish are open allowing photos of almost an entire train.

At Parrish, the branch junctions with Norfolk Southern's West End NA main line between Birmingham and Sheffield. There's a CTC interlocking and small yard for local industry located here. Between COLTainer runs, this is a great place to catch the heavy main line action which includes intermodals, manifests and coal trains. Also, you will probably see plenty of Union Pacific power (usually SD40-2s) on runthroughs out of Memphis. Later in the afternoon, with the sun low in the western sky, you can chase an empty COLTainer run back to the mine.

Railfanning the COLTainer route

The best place to begin chasing the COLTainer train is at the New River Mine loadout south of Berry, Alabama, where the train will be during the early morning hours. A local road off of Alabama Rt.18 runs roughly parallel to the mine branch and allows access to the loading area. You must check in at the P&M Mining guard shack, sign in and be issued a hard hat before you can access the property. A 28mm lens is recommended for photography at this location.

A scanner tuned to NS channels 1 and 2 (160.950 and 160.245 mHz) will allow you to keep with train movements. The first COLTainer is identified by the symbol 743 A2 while the second run is called Q43 A2. When a third train is called, it is identified as 789 A2.

For photographers, the best lenses to have on hand include anything between a 28mm and 85mm. Remember, safety first and refrain from trespassing on Norfolk Southern or New River Mine property since plenty of good shooting

locations are easily available from public property. When railfanning this area during the summer months, keep in mind that daytime temperatures are normally in the 90s with very high humidity. The best conditions for photography occur in March and October with moderate temperatures, low humidity (read, blue skies) and lengthy daylight. Food and beverages can be had in Parrish, Oakman and Berry.

The new COLTainer could represent the future of short-haul unit trains since the basic concept can be adapted to many commodities. But remember where you saw it first.

PARRISH, ALABAMA, is the hub of COLTainer operations as the loaded and empty containers are transloaded between trains and trucks. The Gorgas Power Plant is only eight miles southeast. These three November 21, 1995, views depict typical activity — a pair of GP38-2s are based at Parrish to help with switching. Road power on the COLTainer trains is usually a single SD70, like 2502 (**opposite**) crossing the trestle west of Corona, the tallest and longest on the line.

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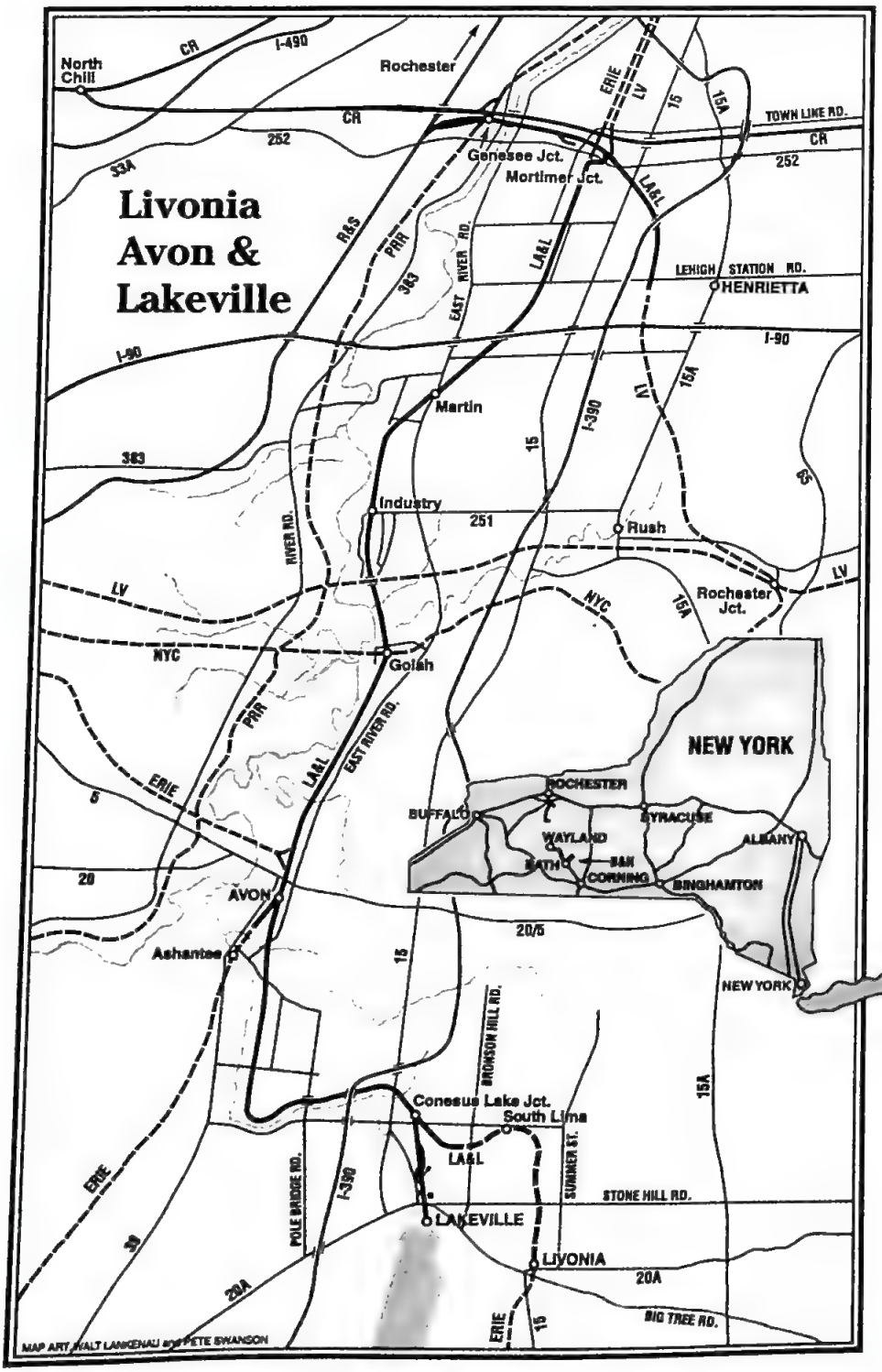
Mortimer Junction is not very photogenic, since most of the trackage is adjacent to shopping malls and suburban "clutter." Years ago the junction had both the Erie and the LV crossing the NYC's West Shore line at grade. Both the Erie and LV lines north of Mortimer Junction to downtown Rochester have been abandoned. The best place to view LA&L and Conrail action in and out of Genesee Junction Yard is where the tracks bridge over the Genesee River just east of the yard. The best place to park is a parking lot off East River Road at a union hall. East River Road crosses Conrail and the LA&L immediately east of the bridge, and Scottsville Road crosses west of the bridge. The heavy Conrail main line action can be seen through here, as the 23-mile remnant of the old West Shore Railroad is used as a main track bypassing downtown Rochester. Genesee Junction Yard is only a three-track affair and is still Conrail property. Access to the yard is limited, but shots of LA&L power with Conrail freights cruising past can be had. The old Pennsylvania Railroad Rochester Branch crossed the West Shore's tracks a little east of the PRR's yard there, which is now abandoned.

The Rochester & Southern (ex-BR&P, nee-B&O) ducks under Conrail's West Shore line at the west end of the yard, and a connection exists between the R&S and Conrail. No interchange exists between the LA&L and the R&S.



LA&L operations

Current LA&L operations consist of two crews daily Monday through Friday. One crew switches the plants and yard in Lakeville, as well as the industries at Avon when needed, and a road crew operates Monday/Wednesday/Friday between Lakeville Yard and Genesee Junction Yard. The road train can be thrown off the Monday - Wednesday - Friday schedule depending on when cars show up from Conrail. The road train will have the 420 and 425 for power, and departure from Lakeville northbound is usually between 7:30 and 8:00 a.m. If no switching has to be done at Avon going northbound, morning lighting will be good for photography north of Avon. If switching has to be done at Avon, the train may not head north until late morning. A full day is needed to railfan both the northbound and southbound legs of the trip. Expect an hour or two for switching at Genesee Junction Yard. If all customers in Henrietta have to be switched, including the customers on the Lehigh line, the road train may take close to the allowed 12 hours to return to Lakeville.

Conrail radio frequencies for the Rochester area are 160.800 (road channel 1) and yard channels 160.860 and 160.560. LA&L's frequency is 160.830. Before venturing onto LA&L property, I recommend signing a release at the Lakeville office first.

Bath & Hammondsport

In April 1996, the LA&L was chosen by the Steuben County Industrial Development Agency to become operator of the Bath & Hammondsport Railroad. This short line had been running the popular Champagne Trail Excursions the past few years, but passenger operations folded at the end of 1995. The B&H lost a good bit of its traffic when Taylor Winery sold off its Hammondsport operations.

The original B&H operated nine miles southward from Hammondsport on Keuka Lake and the Erie interchange at Bath. With the creation of Conrail in 1976, the B&H took over operation of 23 miles of the former DL&W main line from Bath northwest to Wayland. The LA&L will concentrate on attracting new industry to the B&H, and any plans for reviving excursions will be put on hold for now. Locomotives on the B&H initially were two

RICHARD ALLEN

KEVIN McGARVER

IN THE OLD DAYS — old for LA&L, that is — steam was commonplace, a 44-tonner was the mainstay motive power and sugar was the number one commodity. GE 44-tonner No.10 was hauling sweet tonnage (**above**) from the Erie Lackawanna interchange on February 1, 1973. But when the GE wouldn't run, 2-8-0 No.38 (**top**), at Avon with an E-L Geep, did the honors in the early 1970s. LA&L Passenger trains (**below**) were first hauled by ex-BC&G 2-8-2 No.17.

1950-built Alco S1 switchers: ex-Nickel Plate No.4 and ex-NYC No.5. However, two of the four recetnly purchased former-Guildfor C424M's will be sent as soon as they are put in service. Current operations on the B&H are on an as-needed basis for the time being.

Wrap up

With two major expansion events in 1996, the LA&L will certainly be seeing healthy growth on these new lines. The Livonia, Avon & Lakeville's future looks prosperous and with new photographic possibilities for vintage ALCO motive power. I wish to thank the following people from the LA&L for their help in the preparation of this article: Theresa Dimmick, Vince Milliken, and William D. Burt. I would also like to thank my good friend Bob Zimmermann for his help and contributions toward the article.

J.J. YOUNG, Jr.

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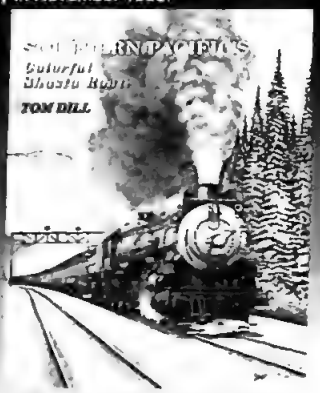

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RAILROADIANA

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What's New?

Railroad Information Services, Inc., has released its latest map, **Major Railroads of the U.S.**. Similar to its *Railroads of the Continental United States* wall map, this one measures 24"×36" and shows all freight lines. The difference between the two maps is this one has the ten biggest systems color coded, with the rest as thin black lines. Many (but not all) of the smaller freight railroads are keyed on the map, and over 1600 towns are identified. The information is very current — it shows all the former SP trackage as belonging to UP. The map sells for $24.00 plus $5.00 shipping ($17.50 shipping to Canada and Mexico), and you can get a laminated copy for an additional $12.00. It comes in a tube from Railroad Information Services, Inc., P.O.B. 40085, Georgetown, TX 78628. Major credit cards are welcome.

Calendar Call

Calendars are a popular fund raiser for historical societies, and this month we received a passle of them.

The Long Island Sunrise Trail Chapter NRHS has issued the **Long Island Rail Road 1997 Calendar** with 14 color scenes of the commuter line. You'll find a snowblower clearing the "Blizzard of 1996," G5s meeting at Huntington, an RS3 at Hicksville, FL9s and bi-level cars at Woodside, FA power-pack cars meeting at Pine-Aire and more. The calendar folds out to 12"×18", costs $8.95 plus $2.50 handling (New York residents add $.92 tax) and can be ordered from LIST-NRHS, P.O. Box 507, Dept. 2, Babylon, N.Y. 11702-0507.

A full-color photo of F-units on a business train leads off the **Kansas City Southern Historical Society 1997 Calendar**. It folds out to 11"×17", with 12 black and white photos inside including F-units in Shreveport, the *Flying Crow* on the famous Arch Bridge in Kansas City, GP30s at Stillwell, Okla., Canadian cab GP40-2 4700 near Meridian, a steam-era view looking down on the roundhouse in Heavener, Okla., and more. It sells for $5.00 postpaid from the Kansas City Southern Historical Society, P.O. Box 5332, Shreveport, LA 71135-5332.

Fourteen full-color views of Big Blue are in the **Conrail Technical Society 1997 Calendar**. It folds out to 12"×18" with views of SD80MAC's at Gallitzin, Executive E8s at Westport, Conn., the Tropicana juice train at Rahway, N.J., double-stackers at Stryker, Ohio, and more. It sells for $8.95 plus $2.00 handling from the Conrail Technical Society, P.O. Box 7140 Dept. C, Garden City, NY 11530-7140.

The **1997 Oklahoma Historical Railroad Calendar** by the Central Oklahoma

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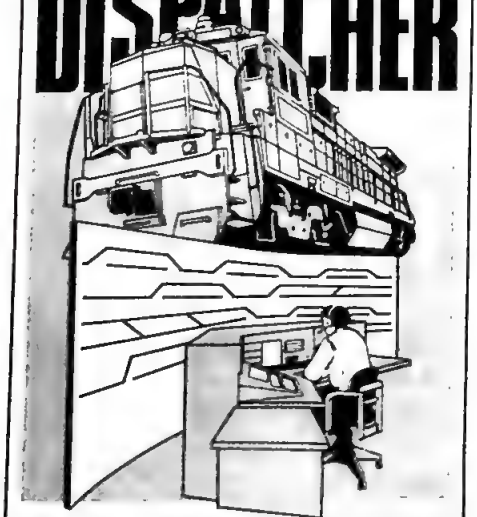

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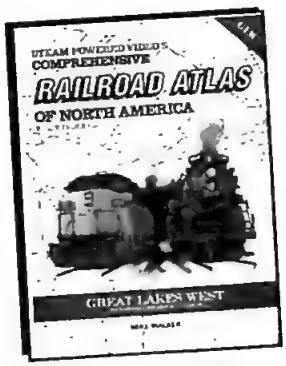

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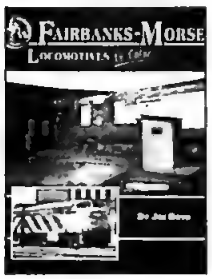
Book Reviews



Fairbanks-Morse Locomotives in Color by Jim Boyd, published by Morning Sun Books, 11 Sussex Court, Edison, NJ 08820; hardcover, 8½"×11", 128 pages, $49.95 plus $3.50 shipping.

When I joined the R&R staff earlier this year, editor Boyd was just starting to put together his all-color "F-M book." I sort of had a front row seat as the book went from his head onto paper. I watched as the multitude of slides rolled in from contributors all over the country. With this inside view of the book's production, I thought I pretty much knew what the final product would look like. Well, the final product is here and even

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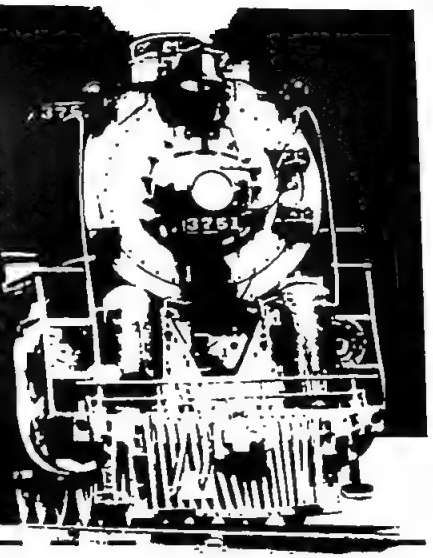

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I'm impressed — *Fairbanks-Morse Locomotives in Color* exceeds even my high expectations.

The book opens with some personal reflections by the author of the F-M switcher that served his home town of Dixon, Illinois. Next comes a brief history of F-M's entry and exit in the railroad locomotive business. Of course, what set F-M's diesels apart from those built by Alco, GE, EMD and everyone else was the opposed-piston (o.p.) engine, so two pages are devoted to the technical side of an "opie."

Now comes the good stuff. Starting with F-M's first customer, the Milwaukee (which served the builder's hometown of Beloit, Wisconsin), the book covers every North American road that used an F-M. Following the Milwaukee switchers are the first "Erie-builts," acquired by Santa Fe and Union Pacific. We get a look at Southwest Portland Cement's H20-44s, which came second-hand from UP. We move eastward to the Akron, Canton & Youngstown for more H20-44s. The colorful images continue, with enough oddities to keep you guessing what you'll find on the next page. There are Rock Island F-M's passing the *Aerotrain*, one of Santa Fe's unique two-hooded boiler-equipped H12-44s pushing around a pair of Amtrak SDP40F's, a B&M P12-42 and colorful images from Mexico. Nearing the end of the book, you'll find a few of the "second-hand survivors," the relatively few F-M's that made it onto the used locomtive market. A complete roster for the H12-44s that were "honorably discharged" from the U.S. Army is presented as well as a roster of surviving F-M's in 1996. The book finishes up about as current as you can get, with the last page featuring photos of F-M's in museums in 1996.

This book could very well be *the* one-stop resource on F-M's. The roster information was thoroughly researched and cross-checked against all previously published information. Discrepancies between previous rosters were looked into until the correct information was found. In addition to the technical information, the book reads easily in the author's story-telling style and the photo selection includes a nice mix of roster and action shots. Many of the photos present the F-M's in context — showing them at work with all the appropriate background "clutter." The layouts, also done by the author, are crisp and creative and the color snaps off the page at you.

Just about everyone will find something to like about this book. F-M fans will obviously like the roster information. If you're into colorful images, this book's got 'em. It's a great book. Heck, I'd buy it even if Jim wasn't my boss — S.B.

Switch List

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VIDEOS

Reviews by CHRIS KIMLER

New Arrivals

Modern passenger car construction is the subject of **"Birth of a Viewliner"**, an informative look at the building of Amtrak's newest stainless steel cars by Amerail at the old Pullman facilities in Chicago, Ill. Trackside and on-board shots of Amtrak's *Lake Shore Limited* service featuring the new Viewliner cars provide a nice variety of images. The video is enhanced by classic New York Central passenger service footage on the Water Level Route, a brief synopsis of Pullman car history, and multiple interviews which serve to provide a wealth of information to the viewer. The construction footage of the car is fascinating. Presented at various stages, from the computer-aided drafting (CAD) conception to the nuts and bolts and welding torches of the actual construction, the video pays homage to American industry at its finest. This is an excellent essay of a reborn passenger car industry. It is available from Revelation Audio-Visuals, P.O. Box 129, Tallmadge, OH 44278; 58 minutes, $29.00 (Ohio res. add sales tax).

next in month RAILFAN & RAILROAD

• CONRAIL - ALLENTOWN TO READING: This 36-mile stretch of Big Blue is one of the busiest, and part of the character is its rural charm. Peter McGilligan and Alex Lang will show us the density and variety.

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RAILROAD AVENUE ENTERPRISES

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"Burlington Route Steam Odysseys," produced by Reminisce Rails, P.O. Box 4225, San Dimas, CA 91773; VHS only, checks and money orders accepted. 59 minutes, $24.95 plus $4.00 shipping (Calif. res. add $2.06 sales tax).

The Chicago, Burlington & Quincy steam program of the 1950s and 1960s was arguably one of the best. Beginning in the late 1930s and continuing until 1966, the Burlington program (like Union Pacific's still on-going) bridged an important gap between regular service steam and the modern excursion era. Unfortunately, the rail press at the time seemed to give more editorial space to the Reading's rambles and the flashy-painted T1s than the Burlington trips with workaday-looking 05 4-8-4s and an ugly 01a 2-8-2. That homely 2-8-2 is now Grand Canyon's star performer and this issue's cover girl.

This tape shows the glory days of the Burlington steam trips. While most of the coverage is of several fantrips, some regular service freight runs and other special moves are shown. In all, I counted 05s 5608, 5615, 5618, 5621, 5632 in black and in gold and 5634; Hudsons 3001, 3003 and 4000, Ten-Wheeler 637 and 2-8-2 4960. The tape is arranged like a documentary with still photos and black and white footage of early trips. It then looks at several of the 1950s and 1960s excursions up until 4960's retirement in 1966. The footage appears to be entirely 8mm and the quality and lighting range from great to amateur, steady to shaky, bright sun to dismal. The narration describes each trip shown, and some great trips are there like the 90 m.p.h. four-car romp to Minneapolis behind 5618, sunny runbys of the gold-painted 5632, one trip with 22 cars and 3500 passengers in tow, some great pacing of Hudson 3001 and 4-8-4s and more.

The tape is entertaining and informative, and it covers a subject that's been largely overlooked in the railfan video field. Some hardcore viewers may not like some of the amateur-looking scenes, but if you were fortunate enough to have ridden or were part of the Burlington steam trips this show is a priceless sentimental journey — M.D.

Feature Reviews

"Northland Baldwins and the E&LS," from Plets Express Railroad Video Productions, P.O. Box 217, Altoona, WI 54720; 715/833-8899; VHS only, VISA and MasterCard accepted, 90 minutes, $38.95 plus $4.00 shipping (Wisconsin res. add 5% tax).

This tape is a real treat for the Baldwin, Alco, and classic EMD fan. The video, done in Plets' style of steady runbys with a wealth of historical information, provides some great footage of Escanaba & Lake Superior Baldwin DS4-4-1000s, RS12s, EMD SW8s and SD9s. The video follows the various consists during different seasons along E&LS's east-west line from Wells to Ontonagon, Michigan, and on their north-south line from Channing, Mich., to Green Bay, Wisconsin. Other areas of interest include E&LS trackage rights over Wisconsin Central from Wells to Pembine, Nicolet Badger Northern's Baldwin RS12 on a mixed consist and Green Bay & Western's Alco C424s and RS27. One scene that will certainly warm the heart of any Baldwin fan is the switching in E&LS's Crivitz yard by DS4-4-1000 No.201.

This area of northeast Wisconsin and upper Michigan is rich in shortlines and regionals, many of which the video takes some time to include while focusing on the E&LS. An excellent addition to the video is a folded card containing a printed map of the region's rail lines and a roster of the E&LS; this card is quite handy for reference as the video moves from scene to scene. The production quality is good and while some scenes are more professional looking than others, the majority of the composition is quite good — CHRIS KIMLER.

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CAMERA BAG

by JIM BOYD

Now It's Time For Lumedyne!

GUEST COLUMNIST: MIKE DEL VECCHIO

PRACTITIONERS of night photography have long been aware that the grand old No.2 flashbulbs are getting scarce. In fact, they're all but non-existent, save for the brand new ones manufactured by EG&G and selling for about $6.00 each. Flashbulbs were getting so scarce that many photographers began hoarding them and using them for only the most precious and rare a scene. I had a few bulbs, too, and it began annoying me that the everyday railroading — that Geep that ties up in town on a local freight or a plain Jane commuter train that drifts in and out of a quaint old depot night after night — was being passed up as nocturnal subjects because the bulbs were scarce. So in 1993 I began shopping for one of the new high power electronic strobes. I looked at a few manufacturers' products and found that most weren't really suited for the outdoors and portable battery operation.

Kermit Geary, Jr., was the first near here to buy a Lumedyne system, in 1993, and he was somewhat successful with it. Counterpart Steve Barry and local railfan John Tully each soon followed with their own systems. After a joint night session with Kermit and Steve on the Reading & Northern that year, I called Lumedyne in Port Richey, Florida, and had a long talk with D.J. LaDez, one of their technical representatives, about his units, the batteries and the electronics. The Lumedyne system was the best for railroad night photography, I concluded.

After some long thought I coughed up about $2000.00 for a powerful system I hoped wouldn't need upgrading or replacing anytime soon. I never regretted spending that money. And figuring on $1.00 each for flashbulbs, I would have spent that much before the following summer. And it's nice to be in some town for just the night and be able to get a shot of the steam locomotive in the park, for example. And many times when covering events for R&R and the weather's been bad, the only colorful photos turned out to be the night shots.

What I bought and why

Since group sessions had to be a consideration, and that the No.2 flashbulb worked very well for nearly every night shot situation, I tried to come up with enough power and a fast enough recycle time to equal a roofer's pouch full of clear No.2s.

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must be. Comparing the guide number of a clear No.2 flashbulb to the Lumedyne system, 1200 w/s would be required; that's the basic 400 w/s unit plus two 400 w/s boosters and two high speed modules (to get the recycle time to around seven or eight seconds, roughly the time it takes to change flashbulbs during an exposure). The 1200 w/s has an equivalent guide number at ASA/DIN 100 of 390. Using the "f=GOD" formula (f-stop equals Guide number Over Distance), an aperture of f8 (the same as f5.6 for ASA/DIN 64 films) means the flash unit should give a properly exposed "pop" at almost 50 feet. That's plenty for a group shot or for just a few people. Now, an 800 w/s system (with one less booster module and high speed module) get's you a guide number of 320 at ASA/DIN 100, which works out to about 50 feet at f5.6 (f4 at ASA 64), which is still good. However, if you move to within 40 feet, the f-stop setting is back at f8. I wanted the flexibility of the extra light, plus there were still the occasional large group sessions to consider. And remember, the exposure is derived from the distance between the flash tube and the subject; the location of the camera has nothing to do with flash exposure.

One thing I didn't like in the shots from the above three pioneers was the large amount of light on the ground. These were all flashbulb veterans, so I knew they were no strangers at throwing flash — the "spill" was coming from the system. A few more calls and I purchased a Norman 2H eight-inch telephoto reflector (about $50.00). Made for Norman studio equipment, it also fits the Lumedyne and has a dispersion angle of 45 degrees, roughly that of an old Graphlex flash gun. The Norman 2H also comes with an extender that gets the angle down to 15 degrees, though I've never used it. The standard Lumedyne reflector has a 60 degree angle or wider.

The night the Lumedyne arrived I couldn't get it assembled quick enough, and the battery arrived charged. A big old empty shoe factory here in Newton, N.J., was being converted into condominiums so I used the vacant building as my test subject (after calling the police to let them know what I was doing). The red bricks and gray mortar in daylight read almost exactly 18% gray, so I measured off 48'9" and bracketed and recorded a long series of exposures to confirm the guide numbers. The six-story building was big enough to examine the flash pattern for hot spots. Test flashes were done for both the Lumedyne reflector and the Norman 2H. When the ASA 64 Kodachromes came back I found that in the vast, black outdoor situation this Lumedyne system wasn't as bright as the catalogue said by about a third of an f-stop. This was valuable information as the calculations for all future night shots would depend on these results. The test slides are in pages attached to the notebook pages in a binder and I do refer to them from time to time. Professional lighting engineers have told me that flash units are usually tested and rated in confined studios and that they often test brighter than their actual results.

Another minor irritation about the Lumedyne flash was the overall cool look of the light, especially in the green trees. D.J. LaDez at Lumedyne explained that their flash tubes output light at roughly 5200 kelvin, which is a little cool compared to sunlight which is 5500 kelvin. A trip to a professional photography supply store produced a sheet of Rosco filter material that warms the light 400 kelvin, bringing the Lumedyne flash tube up to 5600 kelvin — slightly warm, but unnoticeable unless very carefully compared to correct light. But the 400 kelvin makes quite a difference when my unit is mixed with others during a group session. I simply cut out a small pattern from the thin plastic filter material and duct taped it to the inside of the reflector so as little as possible protruded beyond the outer edges of the reflector.

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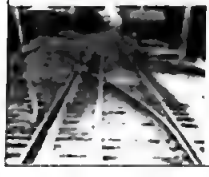

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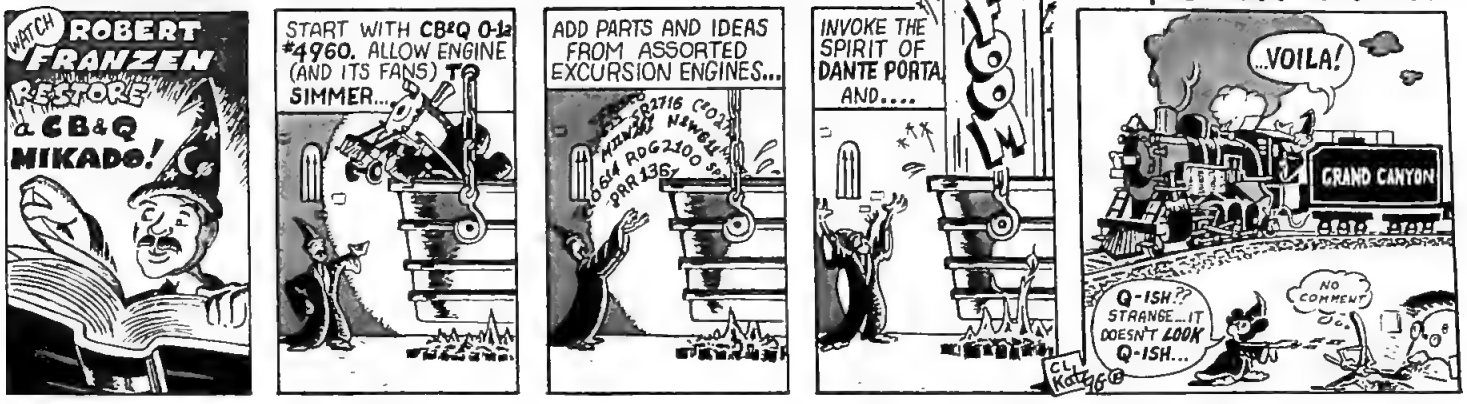
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The Lumedyne system is pricey compared to most of the other gadgets in your camera bag, including your camera. But if you like to take night shots then save your money and take the plunge. Contact: Lumedyne, Inc., 6010 Wall Street, Port Richey, FL 34668; 813/847-2777 or 813/847-5394, for their price list and catalogue. Their booklet takes you through the process of assembling a system, but the volume of equipment listed is a little intimidating and confusing.

If you're serious about buying, I highly recommend individual components. The catalogue lists a few systems, but for typical railroad use these kits should have at least one additional high speed module, which requires a bigger battery, and so on.

After three years of use my Lumedyne has performed quite well. The unit is light tight, meaning that it can be fired from in front of the lens and that no light sneaks out the back of the reflector and onto the film (a terrible problem with flashbulbs, since sometimes you must fire within the scene). Their battery is a dry rechargeable type that doesn't have the personality of nickel-cadmium. Be careful in wet weather — as in, don't use them — as these units rely on a high voltage spark. Mine shorted out in a snowstorm once, and the result was startling and colorful — Lumedyne was terrific about fixing the unit. Another $200 got a deluxe hard case for the unit. Once I got lazy and checked it with airline luggage. Of course the system was in many pieces when it got home and Continental Airlines wouldn't hear about any of it. Once again, Lumedyne was terrific about fixing it.

One more thing I would recommend to anyone purchasing a Lumedyne rig is to devise some sort of back pack or hip pack that carries the unit from the bottom. I've been toting mine simply by the strap hooks, which means that the electrical connections between the components must endure the weight of the entire unit — this isn't good for the long term.

Night shots and outdoor flash photography during the past few decades have become a big part of railfanning, and more and more people are trying it. Future CAMERA BAG columns will go over the basics of night photography and how and where to place the flash lighting.

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TRANSIT CURRENTS

Low Floor Cars

In the Pacific northwest, Portland's MAX (Metropolitan Area eXpress) system is the first North American transit agency to receive low-floor LRV's. The agency ordered 46 of the new cars, which are being built by Siemens Transportation Systems. The new cars will join 26 Bonbardier-built LRV's already in service.

Car 201, the first of the new low-floor cars, arrived in Portland on July 31, 1996, after testing at the Seimens plant in Sacramento. It made its first powered move in Portland on September 9. It will be fitted with wheel skirts and should enter service in mid-1997

The low-floor design improves passenger flow into the cars by reducing the number of stairs needed to enter. Previously transit agencies had to either require passengers to climb a few steps to enter the car, which adds to the time needed to load, or build costly high-level platforms. The new low-floor cars meet all ADA (Americans with Disabilities Act) requirements and are equipped with bridgeplates for wheelchair access. They can operate in tandem with the Bombardier cars, which will allow MAX to have one accessible car in every train.

The original fleet of Bombardier cars, built in 1983-1986, will be retrofitted with wheel skirts to reduce noise during 1997. Thus far, only car 113 has received this modification. Thanks to Steve Morgan for the northwest news.

Flexliners in VIA service

Two Danish-built IC3 rail diesel trainsets that toured Amtrak's system during the summer are running in Canada for four-to-six months. The self-propelled units, marketed as *Flexliners* for their versatility, were borrowed from Israeli State Railways. They are wearing VIA lettering during their current tour after flying the Amtrak banner in the states.

The *Flexliners* are operating in regular service out of Toronto to Kitchener, Sarnia, Niagara Falls andWindsor. The new service started on September 29 and supplements VIA trains already operating those routes.

Flexliners can operate from overhead electric like conventional m.u.'s or diesel power like RDC's. Two units running together can operate in different power modes and even uncouple "on the fly" at junctions. Thanks to Julien Wolfe for the news.

Rail service to Kennedy

A new proposal by the Port Authority of New York and New Jersey for a rail connection between Manhattan and Kennedy International Airport is something that has been needed for at least three decades, if not longer. In spring 1996 a proposal was made for a light rail line linking the airport with the Long Island Rail Road and the New York subway system. It is the 21st proposal in 30 years to improve airport access, according to the Port Authority, which operates the Kennedy as well as LaGuardia and Newark airports. The plan is to construct a rail line from the LIRR's Jamaica station in Queens to JFK.

All the other plans died from lack of support or lack of money. Why should this one be any different? Well, the money is supposed to be there, available from the $3 fee charged to travelers using Kennedy airport. Furthermore, the Port Authority is working hard to build consensus for the project. There is concern that, in the absence of direct rail access, Newark International would take over Kennedy's position as the New York region's leading airport.

Is this proposed service going to be convenient? Under the proposal, passengers bound for the airport would take an LIRR train from Manhattan to Jamaica (yes! change at Jamaica!) and transfer to another train. The airport line would operate on an elevated right-of-way over the Van Wyck Expressway. The line would then loop around the terminals at the airport. Furthermore, a second rail line is proposed to run from the Howard Beach subway stop in Queens to the airport loop, a route currently served by a shuttle bus.

Will this one fly? According to a letter from Thomas G. Meehan, the Port Authority voted in early May to commit $25 million for engineering and planning work. This project may just see completion by 2001. There is a question as to whether or not passengers will be happy with the need to transfer. Thanks to Mr. Meehan for his letter and thanks also to Kevin Dorsey.

And on to Dulles!

As airports go, Dulles is okay. The trouble is, it is supposed to serve Washington, D.C., but seems to have been built in Wyoming. There is increasing support for extending the Metrorail system to the Dulles airport terminal and beyond to Ashburn, Virginia. A committee of state and local officials from Virginia think it would be a great idea to extend Metrorail from the West Falls Church station, in a northwesterly direction to serve the Tysons Corner area, Wolf Trap, and other places in the direction of the airport and beyond. If the plans are adopted the first phase would be an extension of Metrorail from West Falls Church to the Tysons Corner area. The project would cost $1.5 billion, an anount the local counties involved simply cannot afford. Help from the state of Virginia and the federal government would be needed to turn the project into reality. Obviously, a project of this

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by GEORGE M. SMERK

Come to Portland

NORTH AMERICA's FIRST LOW-FLOOR LIGHT RAIL CAR was delivered to Portland's Tri-Met on July 31, 1996. Car 201, the first of 46 low-floor cars on order from Seimens, was at the new Elmonica car house on September 9, it's first day of powered test running in Portland. It will be fitted with wheel skirts and enter service in 1997. The city's original fleet of 26 Bombardier LRV's will be retrofitted with wheel skirts for noise reduction in 1997. Car 113, the prototype for the change, was at Gresham (**below**).

TWO PORTLAND KODACHROMES STEVE MORGAN

THE DANISH-BUILT IC3 *FLEXLINER* rail diesel cars continued their North American demonstration tour in Canada for VIA, assigned to trains out of Toronto for four to six months. The self-propelled cars had previously toured the U.S. for Amtrak. The units were borrowed from Israeli State Railways and are painted in the ISR livery with VIA lettering. They were at London, Ontario, on September 23, 1996 (**below**).

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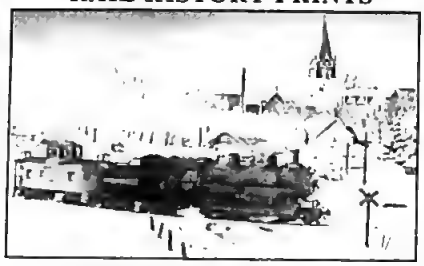

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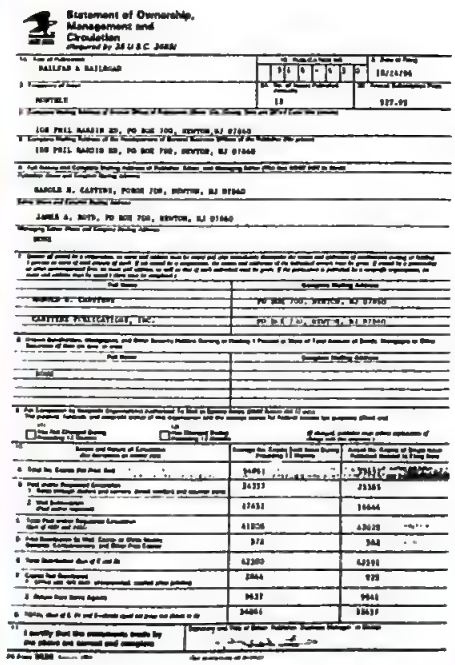
magnitude is more than a Fairfax County and Louden County affair, as it has statewide and regional importance. Thanks to Marion J. Zych for the news.

Flashes

A design has been selected for a new Frankford Transportation Center in **PHILADELPHIA**, which will be the northeastern terminus of the Market / Frankford subway / elevated rapid transit line. The el tracks will be moved off Frankford Avenue and closer to a nearby bus garage, and to a bus terminal where transfers between bus and rail will be made easy. A large parking garage is planned to attract park-and-ride patrons. For those wanting more information, the Frankford Transportation Center project office is at 1534 Pratt Street, Philadelphia, PA 19124.

Here's one for the books. Nobody seems to know who owns the train station in **ROCKVILLE, MARYLAND**. It does not belong to MARC, and it does not belong to the Washington Metropolitan Area Transportation Authority, which has a Red Line subway station close by. It does not belong to CSX, which provides freight train service at the site. The reason for wanting to know is that somebody is responsible for installing an elevator to comply with the Americans with Disabilities Act. And speaking of WMATA, the new alternating current propulsion system used in their rapid transit trains may generate a radio frequency that causes the automatic train controls to open the doors on the trains before the trains reach station platforms. Thanks to Marion J. Zych for the news.

The directors of **DENVER's** Regional Transportation District voted unanimously to appropriate $17.65 million for light rail. This is the local match required to get federal funding for the southwest corridor light rail project, which has a $142.5 million price tag. This will be a 8.7-mile extension from the present terminal of the central corridor light rail line at Interstate 25 and Broadway.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Black is Beautiful!

THREE PHOTOS TVRM, STEVE FREER, NIGHT FLASHBULB LIGHTING BY JOHN CRAFT

SOUTHERN 2-8-2 4501 emerged from the TVRM shops in September in full Southern dress black in time to participate in a special October 5, 1996, double-headed fantrip with 2-8-0 610 commemorating the Museum's 35th Anniversary. The trip traversed the nearby 36-mile Chatooga & Chickamauga short line. Runbys were numerous, like the one at Rock Springs (**above**). While the 610 was taking water at Chickamauga (**top**), the 4501 was doing solo runbys. That night both 4501 and 610 posed (**below**) at the Museum's turntable in Chattanooga. After 30 years painted Virginia green-and-gold with only brief stints in black for film projects, Southern Railway's green queen of the steam team hasn't permanently looked this good since 1948 when she was sold to the Kentucky & Tennessee for $8225.00. Purchased in 1966 from the K&T by Paul Merriman, 4501 played an important role in the 1960s as part of Southern Railway's legendary 28-year steam program. Tennessee Valley Railroad Museum certainly did her right! — M.D.

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CONTENTS OF NOVEMBER 1996 ISSUE (Total time: 2 hours):

#614 is on the move again! See the October trips as she pounds upgrade through Howell's Jct., and rolls along the ERIE main above a waterfall and other scenic locations. With the aid of a bulldozer, the C&O 4-8-4 is turned at Port Jervis! Next, follow the South Orient Express through the Rockies, as SP freights delay her progress. Visit the new Dallas light rail system. Vintage BURLINGTON ROUTE vistas include a TWIN CITIES ZEPHYR ride in the 50s, Machens, MO tower in 1959, and steam on the Bevier & Southern, plus scenes of the 1993 rebuilding of this line. Modern freight action is presented both in California and the Midwest. Plus a tribute to Pennsy's PIONEER IIIs. Experience the 90 MPH thrill from the cab as jointed track drums furiously beneath! Many other shorter pieces too, so don't miss the fun!

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THREE COLOR PRINTS MARTIN E. HANSEN

RAILNEWS

A STEAM SPECTACULAR was held in Oregon on October 5 and 6, 1996. On Saturday Mount Emily Shay 1 powered a log train on the 19-mile City of Prineville Railway (**right**). The action moved to the Sumpter Valley Railway for Saturday afternoon and Sunday, where Mikado 19 and Heisler 3 pulled trains side-by-side (**top**). The event wrapped up with a double-header (**above**), recreating a vintage Sumpter Valley scene — when SVRy's Heisler needed shopping it was ferried at the head of the regular freight. See RAILNEWS.

BELOW COLOR PRINT: GARY R. ALTSCHULER; INSET KODACHROME: STEVE BROWN

GENE AUTRY'S "MUDHEN" 463 was back in the saddle again on a two-day photo freight on the Cumbres & Toltec Scenic organized by Jim Trowbridge. The narrow gauge 2-8-2 led the train west on September 15, 1996 (**left**). Two days later another Trowbridge charter using 2-8-2s 476 and 497 found a blizzard at Cumbres, N.M. (**below**).

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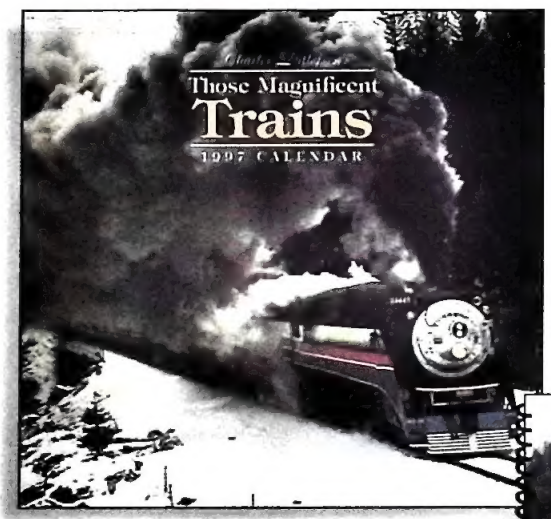

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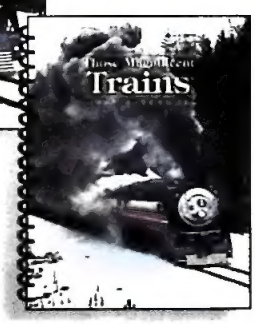

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